

The
TInternational
eamster



DECEMBER 1948

*Season's
Greetings*

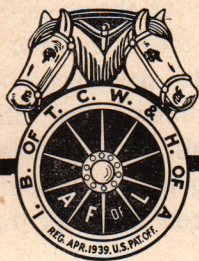


"... a Tremendous Victory for American Labor."

Returning to Washington to the greatest welcoming crowd in capital history, President Truman and Vice President-Elect Alben Barkley lift their hands in a victory gesture. Framed beneath their arms is Senator J. Howard McGrath, chairman of the Democratic National Committee. The President was cheered by 750,000 persons during his triumphant ride to the White House from Union Station. It was a real hero's welcome for the man who—with Labor's support—confounded all the "experts" and scored one of the most stunning upsets in American political history. Labor's election role was recognized by the press, Republicans and Democrats alike. Said McGrath:

"It constitutes a tremendous victory for American Labor."

The International Teamster



DANIEL J. TOBIN • Editor

THOMAS E. FLYNN • Assistant Editor

Vol. 46

DECEMBER, 1948

No. 1

CONTENTS

Timely Remarks by Daniel J. Tobin.....	2
Teamsters Help Extend LLPE.....	7
Trade Division Conferences.....	8
Republican Policies Beat Dewey.....	9
Question Marks to Labor Victory.....	10
Automotive Conference Formed.....	13
New York, Jersey Locals Agree.....	15
Editorials	16
The Natchez Trace.....	18
Withdrawal Card Rules Outlined.....	21
New TVA Plant Should Be Built.....	23
The Wide Open Spaces.....	29
New Products	31



In This Issue

Significance of the November 2 elections is outlined fully in Timely Remarks, beginning on Page 2. . . . "What happened to Dewey?" was the question on everybody's tongue November 3. A candid answer is given on Page 9. . . . Labor won a great victory at the polls, but for the problems still facing the nation's workers, read the analysis on the legislation outlook on Page 10. . . . Another step in Teamster organizational progress has been made with the formation of a new trades division embracing automotive, petroleum and allied crafts. Details of the new conference will be found on Page 13. . . . On Page 18 is the story of the historic Natchez Trace, one of the nation's oldest roads. . . . Withdrawal card rules are explained on Page 21. . . . Importance of early action in expanding TVA is underscored on Page 23.

GENERAL EXECUTIVE BOARD

DANIEL J. TOBIN

General President

222 E. Michigan St., Indianapolis, Ind.

JOHN F. ENGLISH

General Secretary-Treasurer

222 E. Michigan St., Indianapolis, Ind.

M. J. CASHAL

First Vice-President

Room 712, 265 W. 14th St., New York, N. Y.

JOHN P. McLAUGHLIN

Second Vice-President

536 Bryant St., San Francisco, Calif.

D. J. MURPHY

Third Vice-President

4111 Forest Park Blvd., St. Louis, Mo.

JOHN J. CONLIN

Fourth Vice-President

69 Jefferson St., Hoboken, N. J.

DAVE BECK

Fifth Vice-President

552 Denny Way, Seattle, Wash.

EDWARD CRUMBOCK

Sixth Vice-President

105 Spring Garden St., Philadelphia, Pa.

SIDNEY L. BRENNAN

Seventh Vice-President

706 First Ave., N., Minneapolis, Minn.

JOHN T. O'BRIEN

Eighth Vice-President

4217 S. Halsted St., Chicago, Ill.

EDWARD F. MURPHY

Ninth Vice-President

2070 E. 22d St., Cleveland 15, Ohio

TRUSTEES

JAMES R. HOFFA

2741 Trumbul Ave., Detroit, Mich.

WILLIAM A. LEE

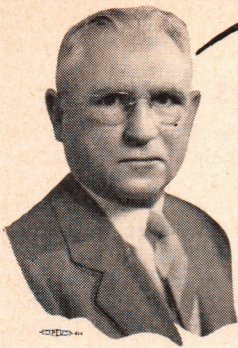
220 S. Ashland Blvd., Chicago, Ill.

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
(All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3578P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, 222 East Michigan Street, Indianapolis 4, Indiana. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



Timely Remarks

by DANIEL J. TOBIN

Well, the greatest surprise in the nation was the victory of the Democratic Party throughout the country in the election on November 2, 1948. I remember once before, in 1932, while in New York we were very much afraid of the outcome when the ballots were being counted, but Franklin D. Roosevelt, one of America's greatest liberal leaders, was elected overwhelmingly, carrying all states of the nation with the exception of two. Up to thirty days before the election while sitting in the headquarters of the campaign in the Biltmore Hotel, we were very much alarmed, but shortly after the middle of October, 1932, things began to turn in our favor and, of course, our Democratic Candidate for President swept the nation. The same thing happened in 1936, although we were not alarmed that year of his reelection.

I was requested by the men of labor in 1932 to accept the labor chairmanship of the national campaign. I accepted that year—also in 1936, 1940 and 1944. This year, when it was offered to me, I felt that I had done more than a man's work and that the strain was such that I could not take care of it without ruining my health and also take care of the business of the International Union, which is increasing every month.

I want to again remind our membership that the position taken by the General Executive Board in its meeting in August was that each man and woman who were members were requested to use his own judgment and vote for any candidate he believed in. In other words, the International Executive Board unanimously took the position that it was better to leave the matter to the general membership themselves. I am safe now in saying from the reports I have at hand and from what I knew during the campaign that most of our membership and their friends voted the straight Democratic ticket as I did myself.

All tricks are used in political campaigns within the law, sometimes, not quite within the law. I want to say that for quite a while I did not think that the Democratic Party would have the successful victory over the nation that we had. Again I have repeatedly said that the working people of this nation, the organized and the unorganized (who are substantially influenced by the organized labor movement) were responsible for the sweeping victory of the Democratic Party throughout the nation. Nobody else was responsible, regardless of what Chairman McGrath states about other influences as well as labor being helpful. If labor had taken the position that it was against the Democratic Party, there would have been no hope for that Party at the polls.

Now when I refer to organized labor, I mean every branch of labor with the exception of those who voted for Henry Wallace and they were mostly Communists or near Communists. The small vote received by Wallace was indeed a surprise to everyone that knows anything about the political game. Stalin should take notice.

I referred above to the trickery going on during political campaigns. For instance, I wrote an article which I expected to get into the hands of our own people the day before election advising them again that I was endorsing no candidate and advising them to carry out the instructions of the General Executive Board and to use their own common sense and good judgment in their voting. I am sure they did this all over the nation.

This article was read by the clever newspaper and radio analysts, and they immediately took advantage of one short paragraph, where I stated that Candidate Dewey was 90 per cent favorable to labor during his administration as Governor of New York. I also stated in the same paragraph that he perhaps would not be so favorable or be able to do as many things as President of the United States as while he was Governor of New York. I went on to show that Mr. Taft was pretty sore and he would bother Mr. Dewey in the Senate; also, that Joe Martin, who was a candidate for Vice-President in the Philadelphia Convention, would embarrass Mr. Dewey, if Mr. Dewey became President. None of those statements were published, except the one statement which I referred to above, which was wilfully misinterpreted and which is one of those political fancy tricks carried on often by both sides during political campaigns.

There isn't very much you can do about it even

though you know it is a wilful misinterpretation and there is no chance of publishing a denial as the newspapers and radio men will not publish denials which would be perhaps injurious to their chosen candidate. In the last election, Mr. Dewey was their man. The mean trick did not work as I wired all our people November 1 to carry out action of the Board.

There were very many victories enjoyed by the toilers of the nation in this last campaign, as well as the victory of President Truman. For instance, the defeat of Senator Ball in Minnesota was to my mind one of the finest things accomplished by the labor movement of Minnesota, and the Teamsters played an important part in behalf of labor's candidate, now Senator Humphreys. Not only did the Teamsters cast their votes, but they went out and campaigned and, by individual contributions, helped financially.

Another great victory for labor was the wonderful victory of Senator James Murray in Montana. Senator Murray received substantial financial help from our Teamsters west of the Rocky Mountains. I have a letter here now in my desk signed by the son of Senator Murray, who was handling the campaign for his father, thanking me and the Teamsters for the help they received financially and otherwise through individual contributions and through the solicitation of the voters by the members of the Teamsters Union, wherever they travelled up and down the State of Montana. Senator Murray was opposed by all the money influences in that state. For a while, at the beginning, he advised me that he was somewhat doubtful of the result. I will not endeavor to say that there are not other friends of labor in the United States Senate, but there is no Senator in recent years who has been as outspoken and outstanding in behalf of the toilers of the nation as Senator James Murray. This, I hold, was a victory of substantial proportions for the men and women of labor throughout the nation, especially for the toilers of Montana.

I could go on down the line into the governorships and refer to so many wonderful men who are progressive and who have been elected, not only as governors of the several states, but in other positions within the state. One especially, whose victory I am proud of, is the election of Governor Paul Dever, beating Bradford, the labor-hater in the State of Massachusetts. Here again, the Teamsters of Massachusetts, numbering nearly 45,000, and

their families went through the state campaigning and contributing individually toward the election of Paul Dever as Governor of Massachusetts. When Mr. Dever was Attorney-General in Massachusetts he gave labor every kind of consideration justified within the law. He will do the same thing as Governor and that is all that labor will ask or require or expect—Justice. Attorney-General Barnes was defeated by a great friend of the Teamsters, Francis J. Kelley. Barnes hated labor; Kelley has openly sent his thanks to the Teamsters.

Another great victory for the men and women who toil was that in the State of Illinois, an outstanding liberal Democrat. Adlai Stevenson was elected Governor defeating Green, the Republican Candidate. Also gratifying was the defeat of Senator Brooks, the very near isolationist who was the candidate of the Chicago Tribune, as was Governor Green. Brooks was replaced by Douglas, a liberal and a friend of labor, who undoubtedly will stand by and vote right for all of the people of the State of Illinois and of the nation and especially will he give justice to the organized labor and their families of that great state. He favors repeal of the Taft-Hartley Bill.

I could go on enumerating the victories everywhere to which our large membership and their friends contributed their moneys and their work and their votes. My reason for reminding our people of this is to show that with anything like a united front by the organized labor movement (and this includes the CIO and its representatives as well as the Railroad Brotherhoods who are outside of the Federation and outside of the CIO) the workers would not have been persecuted by the reactionaries who have been making our laws in recent years. The working people and their friends can sweep this nation at any time by the ballot. I have seen this happen five times in 20 years. I have repeatedly said, beginning two or three years ago, that if the reactionary Republicans continued to persecute labor at the suggestions and demands of the labor-hating institutions of America, labor would react and pay them back. This, I repeat, is what has happened now in every national election for President during the past 20 years.

The only way the Democratic Party can destroy itself is through its reactionary Senators and Congressmen, who mostly come from the Southern states. If those reactionary Democratic Senators who voted for the Taft-Hartley Bill, and who again

voted not to sustain the veto of the President, if they continue that kind of policy, this election will be the end of the Democratic Party.

I have fought against the establishment of a third party in this country all my life, but if we are again betrayed by reactionary Senators and Congressmen whom we have helped to elect under the Democratic banner, Labor will find a way, as Labor has done in England. We have demonstrated in all those elections in the past 20 years, with the exception of 1946, that labor controls the country when it comes to voting. President Roosevelt admitted this. President Truman and his friends cannot possibly deny it and they, the men who have been elected under the banner of the Democratic Party which was supported by the Teamsters of the nation, forget again as they did when they put through the Taft-Hartley Law, I repeat, that is the end of the Democratic Party.

While there are only thirteen or fourteen million organized workers in the country, each one of those at least can influence one or two members of their families or their friends. This is what happened in the last election.

In addition to that, the organized men and women of labor can and do approach the unorganized millions who work in department stores and other unorganized industries. Don't make any mistake about it, those unorganized workers follow the guidance and the leadership and the advice of the honorable men and women who represent labor and who are organized. Every advancement that has been made in the Southern states by organized labor has also helped the unorganized. It is our duty to continue to help them, not from a charitable standpoint, but for the purpose of protecting our employers who are paying us decent wages. We must continue raising the standard of wages among the unorganized who are employed by the competitors of our decent employers and industries who pay us decent union wages.

I now say that in the 1944 Democratic platform, which I helped to draft, the labor plank guaranteed the organized workers of the nation that no law would be enacted which would be detrimental or unfair or injurious to the organized labor movement of the country. That plank was totally forgotten by more than half of the Democratic Senators when they put through the Taft-Hartley Law and

the Hobbs Bill, which shackled the hands of those engaged in the transport industry, especially the Teamsters of the nation. We, the Teamsters, will demand that both the Taft-Hartley Law and the Hobbs Bill be repealed by the newly-elected Congress.

The Democratic Party pledged itself in its Philadelphia Convention that it would repeal the Taft-Hartley Law, but we also want other laws repealed that are seriously dangerous to the liberties of the organized men and women of the nation and among those laws is the Hobbs Bill. It is safe to say that 98 per cent of the men and women who are members of this International went marching to the polls to vote for and sustain the Democratic candidates.

I give warning to the Democratic Party now that unless they keep their pledges, especially that one repealing the Taft-Hartley Law and other laws, this will be the last time they will have a sweeping victory for many years to come by being returned to office by the toilers of the nation.

If we are double-crossed again by pledges being broken, I am ready to start with the backing of this International Union, now numbering a million members, toward the formation of a unified militant movement, unless we get relief and justice from those who have recently been elected by the votes of labor to conduct the affairs of this nation and make the laws to govern all of our people of our great country. Labor will not again permit itself to be shackled and betrayed.

President Truman, now that he is elected by a vote of the people, may have a greater influence with the reactionary Democrats than he had before this election.

As we all know, he was made President through the death of Franklin D. Roosevelt, and none of those Southern reactionary Senators believed he could be elected on his own. Now that this has happened it is possible that he may pick up courage enough to tell them where to get off and do some of the things that should be done in accordance with their platform. Up to this time they have practically ignored him as their leader.

It is also safe to say that Republicans such as Taft and Joe Martin will also see the handwriting on the wall and, as they love the limelight, they will commence to see, unless they are totally blind, that unless they change their tactics, their days are numbered as public representatives of the people.

When you see the State of Ohio with such a wonderful Republican machine taken away from Taft and his gang—a state that honored both himself and his father—well, with his shrewd legal, analytic mind, he too may change a little and come at last half way between right and left, as was the case with Theodore Roosevelt, Hiram Johnson, Senator Beveridge and many other great outstanding leaders in the Republican Party in the years past. We hope and pray that they will see the light and fully understand that the passage of the Taft-Hartley Law and the Hobbs Bill and similar legislation was absolutely the cause of the defeat of Candidate Dewey, and all other Taft-Hartley disciples who believed they had done great things by the passage of that law. We hope also that they will see the light to the extent lobbyists of the Manufacturers Association and other such labor-hating institutions do not control the votes of the nation. The myriads of workers cast votes against this, as has been demonstrated in the last five Presidential elections.

So at this writing there is hope the Democratic Party may keep its platform pledge and repeal the Taft-Hartley Law, and when it comes to the appointment of judges in the Federal Courts that only men who are liberal-minded, and who have the courage to decide matters in accordance with the intent and spirit of the law, shall be appointed to Federal Judgeships. No gang of any kind, whether it be bankers, manufacturers or professional politicians, should control the law-making of this nation. When the laws are made, those laws should be interpreted as they were intended and they should not be misinterpreted by prejudiced judges.

MINIMUM WAGE BILL BLOCKED

Both parties are somewhat responsible for the holding up of the bill in the Congress to increase the minimum wage from 40 cents to 75 cents an hour. It is not only preposterous but unjust and cruel to say that a man can raise a family today anywhere on 40 cents an hour.

The leaders of both parties understand this, but they dodge the issue for their own political, hateful reasons. I am satisfied that the next Congress will change this situation and raise the minimum wage.

One dollar an hour for the average working man trying to raise a family is not equal to what 40 cents an hour was fifteen or twenty years ago and no one

knows this better than the men who have voted to stall and defer the minimum wage bill which has been hanging in the Congress for the past two years.

ADVICE TO LABOR LEADERS

Don't go down begging for jobs from any politician or from the heads of the government. If you do you are weakening your chances to help to repeal the legislation that is now on the statute books of the nation.

An International labor official should not be influenced to use his prestige by looking for jobs for some friend of his in the union or for some member of his family. Our position is to get legislation for all of our members. That is what we are elected for and to save them from the dangers which may be confronting us in this country and throughout the world in the immediate years to come.

NO ADVERTISING IN THE TEAMSTER

We have in recent months received many requests from corporations who employ our membership as to whether or not we would accept an advertisement from them and name our own price.

For over 40 years this magazine of the Teamsters has never accepted paid advertising and we do not intend to change that rule or that law. Not only have the Teamsters refused advertising, but we discourage it in any labor publication. Our theory is that if a labor union is not strong enough to support its own publication without soliciting advertising, then the labor movement ought to make some provision for financing the journal by assessments on the membership. I don't like to see half-organized institutions with paid advertising in labor journals which are owned and controlled by International Unions.

In addition to this, your editor, who is a member of the Executive Council of the American Federation of Labor, fought to have the American Federation of Labor discontinue accepting advertising. The Federation itself was making no money, but the advertising solicitors were making plenty. Eventually, some years ago the Federationist threw out advertising and today it is a respected, honored publication wherever it goes.

Neither do I like local unions or joint councils running advertising once a year or on anniversaries or what they call yearbooks. Unions receive substantial dues at this time and have been receiving

substantial contributions from their membership for many years. If they are not, then they should find a way to finance their own publications and quit asking advertising from their employers or their friends. Most of the profit for this advertising goes to the soliciting agent. Some years ago, this was suspected as being "petty graft. It smelled." Today it is almost abolished.

The point I am trying to make is we are a great organization with a lot of respect from the public and after years of struggling and building up the integrity and honor of this organization we should

feel too honorable and too noble and too self-respecting to be asking in a roundabout way a contribution for advertising to help us to carry on our charitable fund or a sick and death benefit or something of that kind.

I am happy and proud to say that after many, many years, this solicitation of the contributions for advertising by our unions or councils is almost entirely dispensed with, but under no circumstances will this International Union accept any advertising of any kind from any corporation or business institution, no matter who they are.

A Christmas Wish

THROUGH the ages the faith-giving light which first brightened the hopes of men in Bethlehem almost one thousand, nine hundred and forty-eight years ago, has continued to guide the Christian world unfailingly along the paths of wisdom.

The light has been kept strong by the dynamo of brotherhood which beats eternally in the hearts of men. Our International organization has grown and achieved success because the unbreakable bonds of fellowship, symbolic of the Holy Season, have stimulated its activities through every day of every year.

Grateful for this spirit of brotherhood and proud of its strength, your International Officers wish all our members and their families a joyous Christmas season and health and happiness in the New Year.

DANIEL J. TOBIN
General President

JOHN F. ENGLISH
General Secretary-Treasurer

M. J. CASHAL
First Vice President

JOHN P. McLAUGHLIN
Second Vice President

D. J. MURPHY
Third Vice President

JOHN J. CONLIN
Fourth Vice President

EDWARD CRUMBOCK
Sixth Vice President

DAVE BECK
Executive Vice President

SIDNEY L. BRENNAN
Seventh Vice President

JOHN T. O'BRIEN
Eighth Vice President

EDWARD F. MURPHY
Ninth Vice President

JAMES R. HOFFA
Trustee

WILLIAM A. LEE
Trustee

Teamsters Help Extend LLPE

THE Teamsters, who have backed Labor's League for Political Education since its inception, led the way toward establishing it as a permanent organization when General President Daniel J. Tobin made the first contribution to the League after its life was extended by the American Federation of Labor.

Presentation of a check for \$62,500 by President Tobin, a vice president of the AFL, was made to President William Green at the AFL convention in Cincinnati.

Receiving the contribution, President Green declared: "This is a rare occasion. I think it is the first time that ever a coal-driving Teamster presented to a coal miner a check for \$62,500."

The Teamster check was accompanied by a letter from President Tobin which stipulated that the money "will not be expended for any other purposes than for educational, organizational and informational purposes; and in accordance with the laws of our country."

Before making the presentation, President Tobin asked for an opinion from AFL General Counsel J. Albert Woll regarding the legality of international unions making contributions to the League.

Mr. Woll stated the law regarding political contributions only prohibits unions from making "expenditures or contributions in connection with federal elections, primary conventions, and conventions and caucuses."

He expressed the opinion that "it is lawful for labor organizations to contribute for educational purposes to Labor's League for Political Education."

In recommending that the League be continued as of December 1, 1948, through February 1, it was suggested that each cooperating international union be asked to contribute 10 cents per member to finance its operation.

President Tobin's presentation was the first response to the recommendation.

President Tobin Presents First Check To League After Its Extension; Cites Need for Continuing Labor's Fight

Need for continuation of the League was stressed by the Teamster president, who pointed out that the recent election was won "by changing over 200,000 votes in three states."

"Divide those votes among the three states," he declared, "and you would have had another man as President. You won by a hair."

President Tobin continued:

"I want this committee, with all the assistance you can give them, to function until the next Congressional election, because if we lose the Congress we are going to be hamstrung again by a reactionary Congress. . . ."

Endorsing the 10-cent-per-member suggestion, President Tobin said: "I think it is the only way now for us to collect money. Most of our people are tired of going out and begging from individuals. I went through it alone, almost, in 1944, and I know what a wonderful job those men did and what an unpleasant job it was during the last campaign."



Smiling happily, AFL President William Green displays a check for \$62,500 presented by General President Daniel J. Tobin on behalf of the International Brotherhood of Teamsters to further the work of Labor's League for Political Education.

Driveaway Conference Planned

Delegates Unanimously Vote to Seek Charter For Trades Division from International Union

At a conference attended by delegates of all Local Unions having jurisdiction of truckaway and driveaway employes, called by Executive Vice President Dave Beck and held at the Midwest Athletic Club in Chicago, on November 13, many of the problems confronting this phase of our jurisdiction were thoroughly discussed.

The work of this group for the past many years has been handled through a Negotiation and a Grievance Committee. After much discussion and in consideration of the recommendation made by Executive Vice President Beck, the group, by unanimous vote, decided to apply to the International Union for a Trades Division charter, under which charter it would be known as the National Driveaway and Truckaway Conference.

The past policy of this group has been to establish national minimum wages through negotiations with the National Automobile Carriers Association. This procedure has been very successful in the past and the Local Unions in their particular areas have been successful in negotiating wages and working conditions in excess of those prescribed in the national minimum agreement. It was the opinion of the group, due to these developments, that they are now in a position to negotiate overall increases and better working conditions through the National Conference, which would automatically apply in addition to the wage scales now in existence.

Pending the charter of this group, the committees which have functioned as a Negotiation and a Grievance Committee, will be considered the Policy Committee and will handle the affairs of this Conference until it is properly chartered and elections can be held.

In order to conserve the time of the delegates who will attend the

Automotive Conference which is set for January 19, 20 and 21, it was decided to call this entire group together in Chicago at that time to complete the establishment of this Conference and prepare for forthcoming national negotiations.

Presiding at the meeting was

James Hoffa, Chairman of the Grievance Committee.

Following is a list of the Policy Committee members: James Hoffa, Chairman, 279, Detroit; Walter E. Biggs, 364, South Bend, Ind.; J. C. Brayton, 332, Flint, Mich.; Charles Bond, 964, Cleveland, Ohio; William Walsh, 449, Buffalo, N. Y.; Joseph DeLavan, 713, Chicago, Ill.; Dale Merris, 604, St. Louis, Mo.; Thomas Healy, 557, Baltimore; C. B. Kepke, 745, Dallas.

Employers Using Foreign Labor

Produce Conference Policy Committee Learns 3,000 Teamsters Idled by Imported Labor

The Policy Committee of the National Conference of Fresh Fruit, Vegetable and Produce Industries, of the International Brotherhood of Teamsters, met in Chicago, Thursday, November 11, 1948. The meeting was well attended, representatives from all parts of the country being present.

The committee discussed many of the problems confronting the Local Unions in this field of Teamster jurisdiction throughout the country. It developed in the meeting that all Locals have practically the same problems and that where there is labor trouble, the same national companies are causing it.

By unanimous vote a motion was passed asking the International Union to support outright repeal of the Taft-Hartley Act and complete restoration of the Wagner Act.

Delegates brought out the proof that unscrupulous employers who are paying 40 cents an hour to Mexican laborers are responsible for laying off more than 3,000 members of Teamster Unions in various cities.

Brother B. I. Bowen, secretary of Local 195, Seattle, who is chairman of this Conference, reported to the committee that voluntary contributions to set up a working fund at once to take care of necessary ex-

pense of the division already had exceeded \$1,000. He stated that many more contributions will be received from other Locals which were not represented, as this was only a meeting of delegates who are members of the Policy Committee.

Bowen also reported that many officials of Locals in the jurisdictional field of this Conference throughout the country are very anxious to receive first-hand information with respect to the harvesting and packing of fresh fruits and vegetables for market.

It was unanimously voted by the committee that its next meeting in a location where the packing and shipping of produce to metropolitan markets is under way, so that the members may get a thorough education in all phases of the industry.

After a six-hour meeting the committee adjourned until February 15, 1949, to give the Recording Secretary enough time to make a full survey, through questionnaires to be sent to all Locals, after which the committee will make definite recommendations to all produce Locals for the betterment of wages and conditions, and for the organization of all unorganized workers employed on jobs within the jurisdictional scope of this Conference.

Republican Policies Beat Dewey

THE TEAMSTERS International Executive Board insisted on one condition with the general membership at its meeting in Chicago which I am sure was closely observed on voting day by our general membership and their friends. I talked with Jack O'Brien of Local Union 710, a member of the General Executive Board, in Chicago the day after election and he informed me that in all the years, the Teamsters through Illinois never worked so hard to carry out that decision of the Board, which was to vote against every candidate for Congress and every candidate for the United States Senate who favored and voted for the Taft-Hartley Law. Vice-President O'Brien advised me that this was carried out and it was the main drive made by the organized workers and especially the Teamsters and their families to defeat the candidacy of Senator Brooks.

The nation is wondering what happened to Dewey's candidacy. They have a right to wonder and to be stagnated but the answer is as plain as day to those of us who understand the minds of the working people of the nation. The real answer is not in Dewey himself but the answer of the gang that surrounded him and the answer of labor was to the platform adopted by the Republicans in their convention in Philadelphia when they nominated Tom Dewey. They handicapped Dewey before he started by writing into the platform that they were absolutely in favor of the Taft-Hartley Bill and would continue that Taft-Hartley Bill and strengthen it if necessary to still further protect industry and hamstring labor. This was in substance their action. That was bad enough, but Candidate Dewey down in Pittsburgh, when he should have kept away from that in his speech, came out openly and emphatically, measuring his words

Support of Taft-Hartley Act Is Termed Chief Handicap to New Yorker; His Pittsburgh Speech in Defense of Law Called 'Blunder'

by **DANIEL J. TOBIN**

with all the strength he could command, that he fully believed the Taft-Hartley Law was a good law and it would be continued and not repealed if he was elected President.

Well, sometimes a candidate blunders very badly, and I consider that one of the worst blunders Dewey made during his campaign. Everyone knew that the Republican platform favored the Taft-Hartley Bill but there was no sense in any candidate going down in the heart of labor, very close to West Virginia, and making an address and reviving the thing to such an extent that Candidate Dewey brought back to the minds of the toilers the great danger confronting the workers if he was elected. It was like shaking a red rag in a bull's eye. Why did not Candidate Dewey let the Taft-Hartley Bill stay in the platform without reviving it so many times during the campaign? There is only one answer and that is he was so sure of an overwhelming victory he defied the power and the votes of the working people of America, especially the organized labor movement in all its divisions and branches throughout the United States.

Recalls Another Speech

In 1881 Bouchard, in campaigning for Blaine, made a blundering speech which destroyed the chances of Blaine. It was taken up and answered by great leaders who endeavored to prove that Minister Bouchard was speaking for Blaine and the Republican Party and that prejudice and religious hatred per-

meated that party. Many men believe that was not the truth but it could not be explained to the masses of the people and Patrick A. Collins, afterward Consul-General to London and later Mayor of Boston, campaigned through the State of New York and carried the state for Democratic Candidate Grover Cleveland as a result of the blunder made by Bouchard.

Any blunder of a serious nature can destroy a candidate no matter if he is not responsible for the blunder. I believe that Candidate Dewey blundered badly in his speech in Pittsburgh, where he so thoroughly emphasized his belief and his admiration for the Taft-Hartley Law.

Everyone is wondering how it happened. Here in Indianapolis I meet men of all political faiths, even Democrats, that cannot understand the results of the election. But it is easy to understand for those of us that know anything about the political history of our country.

It was not an election in the strict sense of the word between parties. It was a bloodless ballot revolution against what the masses of the workers believed was a liberal platform with liberal candidates and an unfair platform which was written and dictated by the men of wealth.

That is what happened on election day and, as I have said in another page in this issue of this journal, it will happen to the Democratic Party four years from now if they fail to carry out their promises and the pledges to the toilers of the nation.

Question Marks to Labor Victory

LABOR WON a great victory on November 2 when it displaced a number of anti-labor Representatives and Senators, but its victory will not be complete until the wishes of the voters are translated into legislation.

Labor is asking three key questions which will only be answered when the 81st Congress reconvenes and begins its session.

The questions: what kind of Congress will we have?

What kind of message will the President send to Congress with his recommendations?

What kind of legislative program may we expect?

Although the answers to these questions still rests with the Congress itself and with President Truman, THE TEAMSTER has made an effort to ascertain the probable situation when the new session convenes. Every effort was made to determine the probable situation and the answers to these investigations are herewith set forth as a preview of the 81st Congress.

The basic issue in labor's campaign for new Senators and Representatives was the Taft-Hartley Act. Although many Taft-Hartley supporters were defeated or failed to stand for reelection there are still a large number in both the Senate and the House who favored the law.

Fifty-five in Senate

In the Senate 68 members voted to override the President's veto and 11 of these who were up for election were reelected and four from the House of Representatives ran for Senate seats and won.

Ten of the act's supporters ran for reelection and lost while seven were not candidates. The net balance is that 55 members of the United States Senate in January are on record as having supported or are in favor of the Taft-Hartley law.

Fate of Labor-Favored Legislation in 81st Congress Is Uncertain; 'Line-up' of Liberals, Conservatives To Be Watched with Interest

This figure is six more than enough to block outright repeal if they hold fast to their original records.

In the House of Representatives 221 members recorded as Taft-Hartley law supporters were reelected and 67 were defeated with 39 failing to stand for another term. The net in the House leaves 221 members who favor the Taft-Hartley law which is three votes more than enough to block repeal.

Some indications have arisen that some of the pro-T-H members are willing to change their minds and would now favor repeal. But these votes cannot be counted until they are cast. Since the Taft-Hartley law is a basic issue with labor it is important to know how the ledger looks when the new Congress convenes.

Key Committee Posts

Next in importance to labor after knowing how the membership of Congress stands on basic labor legislation is to ascertain the committee lineups. With the Democrats in control, the chairmanships will all be changed with the G.O.P. taking minority posts and the Democrats the majority voting memberships.

Committee posts are of the utmost importance since, most of the work of Congress is done in committees before proposed legislation reaches the floor for membership action. Heretofore strong-willed committee members have been able to block legislation, often bills which might have received the majority approval of Congress. What kind of committees will we have?

In the Senate much may depend upon the "first team" of legislative

parliamentarians responsible for putting the President's program through that body. Two outstanding members who are certain to have key places are Joseph C. O'Mahoney of Wyoming and Scott Lucas of Illinois. Both are able and both are friendly to labor. One may be the leader and the other president pro tempore replacing spots now held by Senators Arthur H. Vandenberg (president pro tempore) and Robert A. Taft, who has really been majority leader although the post was held nominally by Senator Wallace White, Jr., of Maine.

Thomas Heads Committee

Of major importance will be the chairmanship of the Committee on Labor and Public Welfare now headed by Senator Taft. In line for this chairmanship is a real friend of labor, Senator Elbert D. Thomas of Utah. On the Democratic side are three others on whom labor can count—Senators James E. Murray of Montana, Claude Pepper of Florida, and Lister Hill of Alabama. Senator Joseph H. Ball was defeated for reelection and with the new lineup two members may have to be dropped from the Republican side. Those junior in service are Senators William E. Jenner of Indiana and Irving M. Ives, of New York. Senators George D. Aiken of Vermont and Wayne Morse of Oregon, Republican liberals teamed with the Democratic liberals should go far in making the Committee on Labor and Public Welfare responsive to the needs of the working people of the country.

In the House of Representatives Speaker Joseph W. Martin will give

way to a Democratic Speaker, probably Sam Rayburn of Texas. Two key spots in the House committee set-ups will be occupied by real liberals—the Rules Committee and the Committee on Education and Labor. Adolph J. Sabath, dean of the House, from Illinois will be Rules chairman. Heretofore this committee post has been a real bottleneck for liberal legislation. This committee is of the utmost importance. If the majority are liberal members the committee can function as an expediter of liberal legislation. If on the other hand, Speaker Rayburn names conservative Democrats who may team with anti-labor Republicans, any liberal legislative program will be in danger.

John Lesinski of Michigan is in line for the chairmanship of the Education and Labor Committee. Representative Lesinski is one of the co-authors of the powerful minority report turned in on the workings of the Taft-Hartley bill by the joint “watch-dog” committee, of Congress.

The organization of Congress should provide a “favorable climate” for pro-labor and liberal legislation. In the Senate particularly the new members replacing some of the Taft-Hartley defeated Senators should be particularly helpful. Senator Estes Kefauver of Tennessee, Senator Matthew M. Neely of West Virginia will come to the upper house with plenty of legislative experience, Kefauver in the House and Neely in both the House and Senate. Clinton Anderson of New Mexico was a Truman Cabinet officer and should be expected to support the President strongly.

Two New Liberals

Two liberals who are likely to make names for themselves are Hubert Humphrey of Minnesota, who defeated Ball and Paul H. Douglas who beat Senator C. Wayland Brooks in Illinois. Senator Lyndon B. Johnson is a Texas New Dealer, Lester Hunt, a Wyoming liberal, and Robert Kerr an Oklahoman,

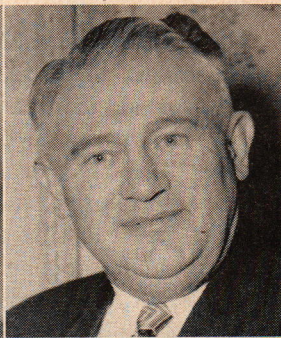
New Faces in United States Senate



CLINTON ANDERSON



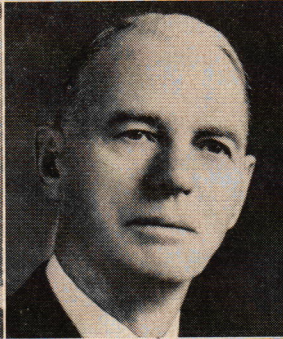
PAUL DOUGLAS



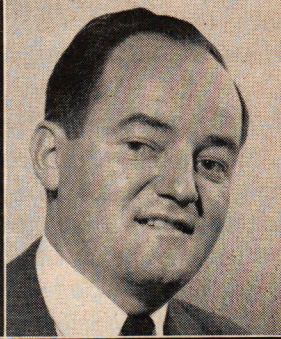
LESTER HUNT



J. ALLEN FREAR



BERT MILLER



HUBERT HUMPHREY

are likely to back the President's program. Senators Virgil Chapman of Kentucky, promoted from the House; Guy M. Gillette of Iowa, making a comeback, and J. Allen Frear of Delaware a surprise winner, are not reported as strongly liberal as some of the Administration might wish, but they were swept into office on the Truman tide.

In the House it is more difficult for new members to make their voices heard, but their votes are just as important as those of the old-timers, nevertheless. The defeat of some of labor's bitter enemies will remove some obstacles from the path of decent legislation. It is believed that the liberals in the House will consider the new liberals elected, largely with labor's support, as new recruits in the constant battle for constructive and humane legislation as the program shapes up in the 81st session.

The remaining questions labor is asking cannot be answered until Congress convenes, the President speaks and Congress acts: what

kind of legislative recommendations will the President make and what kind of program will Congress enact? Nevertheless, inquiries by THE TEAMSTER in strategic places has given some indication of what to expect. Both questions therefore, should be answered in an indication of the probable program.

Mobilize for Fight

Labor legislation: the No. 1 item in this program is the repeal of the Taft-Hartley law. The record on this law was the principal issue in many a senatorial and congressional race and the part that labor played was decisive. Senator J. Howard McGrath properly described the 1948 campaign as “a tremendous victory for labor.”

We can expect opposition to repeal and the big guns of the N.A.M. and the U. S. Chamber of Commerce will be mobilized to fight repeal or reform of this law. But labor wants repeal and many a member is committed to its repeal as is President Truman. Action on this piece

of legislation may be the tipoff on just how liberal the 81st Congress really is.

The President has asked and the trade unions have supported demands for an increased minimum wage. The Tories in the previous session were able to defeat minimum wage reform, but it is doubtful that they can stay the hand of progress in the coming months on this question. The American Federation of Labor has backed the minimum wage increase and has been one of the strongest spokesmen to come before Senate and House committees urging a change.

Labor Department

We are likely to see a substantially strengthened Department of Labor. In recent years "labor's own agency" has suffered through a gradual whittling away of functions. Best Washington estimates point to a probable return of the U.S. Employment Service and the mediation functions. The Secretary of Labor also is likely to assume more and more importance in both official and political circles of the Administration.

Social welfare: in this area a number of major items are due for recommendation by the President.

Foremost, will be recommendations in housing and rent control. The failure of housing in the last session was one of the costliest legislative and political mistakes the Republican party made. A new bill with certainly a new name prepared along the lines of the Taft-Ellender-Wagner bill is scheduled for introduction with the first of its three names probably dropped. There has been an increased demand throughout the country for large scale rental units and this bill will provide for a stimulus to this type construction.

Rent control was in danger of being wiped out altogether under the 80th Congress and under another reactionary Congress we might see the end of rent control. As the legislative prospect

looks now, we are likely to see better controls and better protection to the low income worker who is living in rented quarters.

Federal aid to education was blocked in the last session by the House of Representatives after being passed in the Senate. The school crisis is still severe as THE TEAMSTER pointed out in its September issue and some form of Federal aid is considered imperative.

Considerable discussion and debate will be held on a proposed national health bill. What form the proposal will take is uncertain although the report issued by the Federal Security Administrator on a national program a few months ago is a fairly safe bet as a guide to future proposals. The importance of health safeguards in an economy with rising hospital and medical costs is demanding some form of affirmative action on the part of the national Government.

Social Security

President Truman has recommended a widening of the Social Security coverage. The AFL has approved increasing the coverage and has spoken out strongly for it as it has for Federal aid to education, housing rent control and other major items of the Truman program.

There is also more than an even chance that the President may propose a Federal Welfare Department as a cabinet post. Should this be recommended the Social Security Board, U. S. Public Health Service, U. S. Office of Education and some of the related agencies and functions would be incorporated into the new department.

Farm legislation: a look at the electoral college map will show the amazing surprises in the Farm Belt vote. States such as Ohio, Illinois, Wisconsin, Iowa, and Minnesota in the Truman column tell the story. The President spoke out boldly for price supports for farm products and he is certain to recommend such legislation early next year. Since the farm program is a long term

matter, the recommendations will affect crops a year hence. But farm price supports are almost inevitable.

A source of irritation which was not generally recognized occurred in the Farm Belt when the Republicans began chiselling away on farmers' cooperatives. We may now expect that coops will have a breather and not be subjected to the inquisitions of the last couple of years.

Rural electrification will receive added support from the new Congress as part of a long range rural program.

Soil conservation practices will be stepped up as part of the long time farm program also.

Resources: proper use of resources was an important issue in the recent campaign in the West when questions of reclamation and irrigation arose. We may well expect to see a strong program for development of the West included in the State of the Nation message of the President.

Mr. Truman is committed not to return tidelands oil rights to the states and he is likely to fight any attempt by any member of Congress to effect a return. With the liberals in Congress elected in November he will undoubtedly win on this issue if it is raised.

Inflation Measures

We are likely to see continued civilian control of atomic energy under the present civilian-manned Atomic Energy Commission.

Inflation: standby powers of rationing and price control may be proposed although the President will give long study of the reports from his Council of Economic Advisers. High prices was the basic issue in the "market basket" vote and now the housewives of the country want to see some affirmative steps taken toward cutting prices.

There may also be a new tax bill to correct the inequities of the "rich man's tax law" attacked vigorously in the campaign.

Foreign affairs: the President is

(Continued on page 26)

Automotive Conference Formed

SIGNALING another forward step in organization activity, a National Automotive, Petroleum and Allied Trades Division of the International Brotherhood of Teamsters was formed November 10 in Chicago.

It was the third national trades division set up by the Teamsters. The National Warehouse Conference and the National Conference of Fruit, Vegetable and Produce Industries already are functioning.

Though the attendance at the automotive meeting was not large—due to the unorganized condition of the industry—delegates representing the larger industrial areas in all parts of the nation were present, and much enthusiasm for a nationwide drive was evidenced. As in the case of similar conference meetings, the call was issued by Dave Beck, executive vice-president, on instructions from General President Daniel J. Tobin and with the approval of the General Executive Board.

Policy Committee Named

Executive Vice-President Beck called the meeting to order in the Morrison Hotel, and Fred Tobin acted as recording secretary. The opening day was devoted entirely to an explanation of the purposes of the conference and the great need for immediate, intensive action. The Policy Committee was appointed and went into action November 11, working out a general program to begin the expansion intended in this field of Teamster jurisdiction.

The very fact that the meeting was attended by less than 100 delegates—though the call had been issued for delegates from all locals interested in the organization of garage and service station employees, parts house and tire shop workers, maintenance men and auto salesmen—was visible proof, Beck

Small Attendance at Chicago Meeting Stresses Need for Organization in the Automotive, Petroleum and Allied Fields, Beck Declares

pointed out, of the scope of the organizing task which lies ahead.

There are between 200,000 and 300,000 men and women employed in this branch of Teamster jurisdiction who are unorganized and who are available for the Teamsters to organize, Beck stated. Proving that the job can be done, a great deal of organizing work has been completed in some areas and tremendous progress has been accomplished; but, in the great majority of instances, little, if anything, has been achieved.

The great need, Beck explained, is for immediate stepping up of organization work, for it cannot be delayed without jeopardizing our jurisdiction against dual unions.

"In some areas, tremendous progress has been made in organizing general truck drivers, over-the-road drivers, laundry, bakery, dairy and other drivers, but in this phase of our operation we have made no progress at all," Beck said. The above named classification offer, if properly allied in this work, great avenues of assistance.

"We are confronted by the fact that apparently our organization staffs and joint councils in various parts of the country have given little effort and attention to this branch of our jurisdiction," Beck continued. "We have not grasped the opportunity to develop fine Unions. The opportunity for progress here is almost unlimited."

Undoubtedly, the executive vice-president explained, for several years rubber and gasoline shortages were great obstacles in organizing in this field.

Beck told of the situation at the Boeing plant in Seattle, where the

non-AFL Machinists are claiming wholesale jurisdiction and are resisting the Teamsters' move to organize the warehousing field. He cited the fact that the Machinists, after other AFL Unions had temporarily waived jurisdiction so that the Machinists could organize their own people, are refusing to keep their promises to recognize the lawful jurisdiction of the other crafts.

"For a long time," Beck declared, "the Machinists have been infringing upon the jurisdiction represented in this conference. In some instances, our local unions have meekly submitted to our people being taken over by the Machinists and in others they are working with the Machinists, despite the fact that they are raiding our jurisdiction."

Hobbs Act Cited

Beck also stressed the fact that the Hobbs Bill, which was passed prior to the Taft-Hartley Act, and was signed by the President, was aimed directly at the heart of the Teamsters, its admitted purpose being to stop organization work in the South. He declared the Hobbs Act is far more serious to the Teamsters than the Taft-Hartley Act, and said he hoped it would be repealed. "He called for plans to be made by the Policy Committee to publicize the next meeting of this trade division, which will be held the third week in January, in Chicago, so that at least 500 delegates will be in attendance.

In line with Vice President Beck's recommendations, the Policy Committee in an all day session took the following action:

1. Considered ways and means

to publicize the next meeting of the trade division and to attract delegates from all areas, especially those where organizing in this jurisdiction has been weak. Each member of the committee was named as a publicity chairman for his area and instructed to work through Joint Councils to organize publicity committees to carry out this recommendation.

2. Discussed fully the avenues of publicity for the Teamsters Union Shop Card, how to bring it to the attention of the memberships in all parts of the continent, how to educate all union people to look for it and demand it when making purchases. All Policy Committee members were instructed to send publicity and Shop Card promotion ideas to Secretary Gordon Lindsay, at his office at 552 Denny Way, Seattle, with copies to Chairman Mel Horn, secretary of Automotive, Petroleum and Allied Industries Employees, Local 618, at 4111 Forest Park Blvd., St. Louis 8, Mo.

3. Voted to take up with Frank Tobin, statistician for the Teamsters International Union, at Washington, D. C., the question of using his office as a general clearing house for agreements and other statistical information, looking toward the time when the trade division can employ its own statistician to work on its special problems.

4. Voted that the temporary headquarters and office of the new trade division shall be at 552 Denny Way, in Seattle, where Gordon Lindsay, secretary, has his office as director of the Automotive Trades Division of the Western Conference of Teamsters.

5. Authorized Secretary Lindsay to purchase necessary office supplies and stationery to conduct the business of his office as secretary of the Policy Committee.

6. Named a finance committee to make a study of the entire problem of finding the money to carry on the work of the division.

7. Authorized a special jurisdiction committee to take up with the

national office the matter of having a clean cut statement with respect to the scope of Teamster jurisdiction in the various types of work represented in the division, such statement to be furnished to all local unions for their information and guidance.

8. Urged each Policy Committee member to send to Chairman Horn all facts with respect to the types of employees, the work they are doing, and similar information, for the guidance of the jurisdiction committee in reaching an understanding with respect to jurisdiction now covered by the division.

9. Recommended immediate action by all locals in expanding the use of the Teamster Shop Card and in starting educational work, including the use of gummed stickers for auto and truck windshields, and other promotional matter.

10. Voted to draft a letter to the convention of the American Federation of Labor urging that more attention be given to the problem of promoting the use and recognition of our Union Shop Cards by all American union members.

Members Enthusiastic

On the recommendation of Vice President Beck, the Policy Committee also discussed the problem of a publicity department for the division, and decided to schedule a second meeting of the committee for December 6, in Chicago, for the purpose of assembling and analyzing ideas and data touching this problem, and preparing a definite program for presentation to the January meeting of the division.

It was the unanimous opinion of the Policy Committee that a big step in advance had been made by the division meeting, and that great gains can be made in organizing this branch of jurisdiction all over the country and Canada. The committee members were enthusiastic for the general program and pledged themselves to work on methods for Shop Card and other publicity promotion. That the Shop Card is the

key to the situation as well as the most potent weapon in organizing, was recognized by the delegates.

Following is the Policy Committee of the National Automotive, Petroleum and Allied Trades Division:

Mel Horn, Automotive, Petroleum and Allied Industries Employees, Local 618, St. Louis, Mo., Chairman.

Gordon Lindsay, director of Automotive Trades Division, Western Conference of Teamsters, executive secretary.

William Sullivan, General Teamsters Local 362, Hammond, Ind.

Frank A. Hatfield, Garage Automotive and Service Station Employees, Local 495, Los Angeles.

Harry A. Jackson, Petroleum, Tire, Automotive Service and Parts Drivers, Warehousemen, Service Station Attendants, Helpers, Bulk Plant, Parking Lot and Ramp Employees, Local 977, Minneapolis.

Joseph Cominiti, Filling Station Operators and Attendants, Local 982, Milwaukee.

John P. Burke, Auto Mechanics and Helpers, Gasoline Station and Parking Attendants, Local 917, New York City.

John L. Smith, Milk and Ice Cream Drivers and Dairy Employees, Local 869, Wilkes-Barre, Pa.

Arnold Moss, Garage and Service Station Employees, Local 665, San Francisco.

Edward Heck, Petroleum Haulers, Garage, Station and Parking Attendants, Local 103, Cincinnati.

J. J. Rohan, Auto Salesmen and Demonstrators, Local 882, Seattle.

Albert C. Helm, Gasoline Station, Garage and Parking Lot Attendants, Local 964, Cleveland.

Lester F. Baum, Service Station Attendants, Operators and Warehouse Employees, Local 971, Belleville, Ill.

Daniel DeGregory, Automotive Chauffeurs, Parts and Garage Employees, Local 926, Pittsburgh.

Chester G. Fitzpatrick, Truck Drivers and Helpers, Local 170, Worcester, Mass.

New York, Jersey Locals Agree

WE ARE happy to state that our local unions in New York and in New Jersey have complied with a decision made by the General Executive Board at its meeting in February, 1948. That decision dealt with jurisdiction between the City of New York and several unions in New Jersey. The decision stated that all members putting up their trucks at night, or making their regular headquarters, should belong to the union having jurisdiction where their trucks were put up or where the garages of the company were located. This has been the law from the very existence of the International Union.

In New York and New Jersey, however, because of the dissension down there resulting from seceding unions of the years of long ago, they had never quite got together on their jurisdiction. A condition also prevailed, that New York City was getting too small for its population and rents were going up and when our unions got away from the horse-drawn vehicle many employers went over across the river to Jersey City and elsewhere in order to enjoy lower rents and, in some few instances, to enjoy a lower wage scale. However, in this year's negotiations all of the unions in that vicinity in both New York and New Jersey got together and worked out a wage

Unions in Two Areas Now Are Complying With Decision of General Executive Board Regarding Jurisdiction Over Membership

by **DANIEL J. TOBIN**

scale almost equal in wages and conditions. The wage scale is not at all perfect but there was more unity between the several unions involved than ever before. It was a pity that they could not reach an agreement with their employers which would have prevented a stoppage of work. The International Union deeply regrets stoppages of work if they can humanly be prevented.

We hope and trust that when the next agreement period comes around there will be complete harmony between our unions involving the trucking business in that vicinity and our employers.

Growing Large

The question of transfer in accordance with the above decision has been carried out by Locals 807, 282 and the other unions involved. The unions involved in jurisdiction now and in the future should comply with the laws and should adjust any differences arising amongst themselves and not by bringing the matter either to the joint council or to the International Executive Board. There are members enough for all locals under their several jurisdictions without wrangling and fighting over a couple of men that may be involved as per the jurisdiction of a certain local or as per the decision of the International Organization. As a matter of fact, some of our local unions in that district, as in some other districts, are growing entirely too large in membership to be serviceable to their general membership. The local unions in that district, as in others, have various

crafts within their membership. Local Unions of over 10,000 members cannot function as successfully as if they had 5000 or less.

Local Unions of eight, nine, ten or twelve thousand members are topheavy and should be divided up into two or more unions. There is a difference very often in the membership of the crafts. Over-the-road drivers should be in many instances separated from local trucking firms or members, especially if there is 5000 or more in the local.

The wages are different. The over-the-road men come under Interstate Commerce almost entirely. Truck drivers should be in the truck drivers' union. The coal teamsters should be in the Coal Teamsters Union. The Coal Teamsters Union should also embody oil drivers if they do both kinds of work, that is, drive a coal truck in the morning and a fuel oil tank in the afternoon. In cities and towns where there are less than 1000 they should all be in one union, that is the fuel drivers and coal drivers especially. There is plenty of work for business agents and plenty of revenue, and membership enough for all by confining themselves strictly to their own jurisdiction and abiding by the decisions of the Board.

We desire to say in closing this statement, that we appreciate the efforts put forth in recent years, especially since last January, of the local unions in New York and New Jersey to settle honestly and fairly the jurisdictional disputes.



EDITORIALS

by
DANIEL J.
TOBIN

A Lesson in Unity for American Labor

Now that the election is over and the Democrats have won, I am wondering whether the men and women of labor are going to learn a lesson from the results. I stated on more than one occasion that the passage of the Taft-Hartley Bill could hold some certain labor men and their strikes partly responsible for that Act. Of course, every labor man, believing that I was making insinuations against him, denied such a statement. I don't say that the Taft-Hartley Bill would not have been passed even if we did not have stoppages of work in some industries and stoppages of work because of jurisdictional disputes, especially in Southern California, but I do not hesitate to say that certain actions by certain labor men gave plenty of ammunition to those who were promoting the Taft-Hartley Law. I repeat that I feel that those enemies of labor in the Congress and in the Senate of the United States were determined as a result of their sweeping victory in the elections of 1944 to put through a law tying the hands of labor in its legitimate purposes.

'Labor Cannot Be Chained . . .'

The Republican Party and their Democratic friends from some of the Southern states will work together to cripple labor further, but those now in office, especially the heads of our government, will cut their own throats and that of their party and destroy themselves before the end of four years unless they see the light and the truth and fully realize that labor cannot be chained to pillars by law. The continuation in office of the Democratic Party will be ended in the next Presidential election or Congressional election unless the Democrats realize that any continued persecution of labor will organize labor better than it ever was before and that labor when organized or even as it stands now will merge and work together for the purpose of

removing the enemies of labor who hold political office in Washington and in many of the industrial states of the nation.

The only way we can change the future is by experience from the past. Labor would have been even more successful in this last election if it was united. We have several groups in several labor bodies, and while some of them seemed to work together in this last political campaign, there was no unity in many of those groups down amongst the general membership. Men like Senator Murray could not have been elected in Montana but for the united strength of labor. Murray, during his entire political life, never hesitated to fight for labor in the United States Senate or elsewhere. The power of wealth and capital was aimed against Murray in Montana but it could not overthrow the determination of the masses of the workers who supported one of labor's greatest friends in the United States Senate.

Persecution Gives New Strength

Labor has been shackled by law prohibiting any unions from contributing toward the election of any of its friends, but labor members and their friends found a way through individual contributions to help their friends. Looking back over the history of this nation and of the world, great organizations, whether religious or political, have prospered more because of unjust persecution by the passage of laws prompted and promoted by the enemies of the workers. It is safe to say that religious persecution and bigotry strengthened many of the predominant humanitarian Christian religions of today. The more the Jewish race was persecuted in Europe and other continents, the more they prospered and worked together. It can truthfully be said that when the English Government persecuted our people in what is now part of the United States

that those unjust tyrannical laws of England helped to create and bring to a head the revolution led by Washington and his great patriotic associates.

So it is that I take hope and courage that, because of the unjust crucifixion of labor within the last two or three years and as a result of this last election, labor will consolidate, come together in one mass for the purpose of organizing the workers and organizing in the political field to the end that two years from now, or four years from now, united labor will not have to go down on its knees begging for favors from its enemies who hold political office in Washington. The darkest hour is very often before the dawn. Many years before American labor got started, British labor was persecuted and fought from one end of that little country to the other to extricate itself from the claws of those large wealthy monopolies which crushed labor. His Lordship, whose workers were slaves, is not of much importance in England of today.

Amalgamation of Labor Needed

Yes, I realize fully that we may go through more punishment within the next two years, if the majority party refuses to see the light, but as France and England, and I might say Italy and many other great nations, have been taken over by the workers or by the representatives of the workers, you can rest assured, you who are now in political power, that "it can happen here."

Defeat and disappointment very often strengthen great masses of workers, as in those European countries. That is what I am hopeful will happen here and those leaders of labor that stand in the way of this amalgamation, which must come to save the rank and file, I repeat those kind of leaders should be replaced by men who can see into the future and realize that unless there is an amalgamation of all forces of labor now organized, and a determination to further organize, the great masses of the toilers will suffer and perhaps rebel against their leaders, both national and local.

The committee from the American Federation of Labor in its last meeting some two years ago with a like committee from the CIO offered to admit to membership as a whole in one organization all of the unions of the CIO as they were then constituted. The CIO refused. I do not write this in bitterness but more in sorrow and regret. Conditions have somewhat changed since that time because Communism has been openly exposed and has been

somewhat in control of a few CIO organizations.

While the American Federation of Labor does not dictate to International Unions who shall be admitted to membership, in accordance with the jurisdiction of their charters, it is strongly opposed to being associated in any way with Communists or those who are strongly in favor of Communism in our country. The American Federation of Labor and its affiliated International Unions regard such organizations, composed of those kind of Communist officers and members, as the enemies of freedom and the enemies of our country and our way of life. This exposure of those individuals and organizations may make some difference the next time the committees meet, if they ever do meet, and I hope they will. Many men in the CIO, who are leaders, are somewhat disgusted and discouraged for having to hold within their membership under the banner of the CIO a number of Communists who are enemies of the nation and who believe in replacing our form of government by force, if necessary, with the form of government now prevailing in Russia.

Bringing the above statement to a close, I appeal to the organized workers, and especially to the membership of our International, to do everything in their power to encourage all unions in our country to come together under one banner.

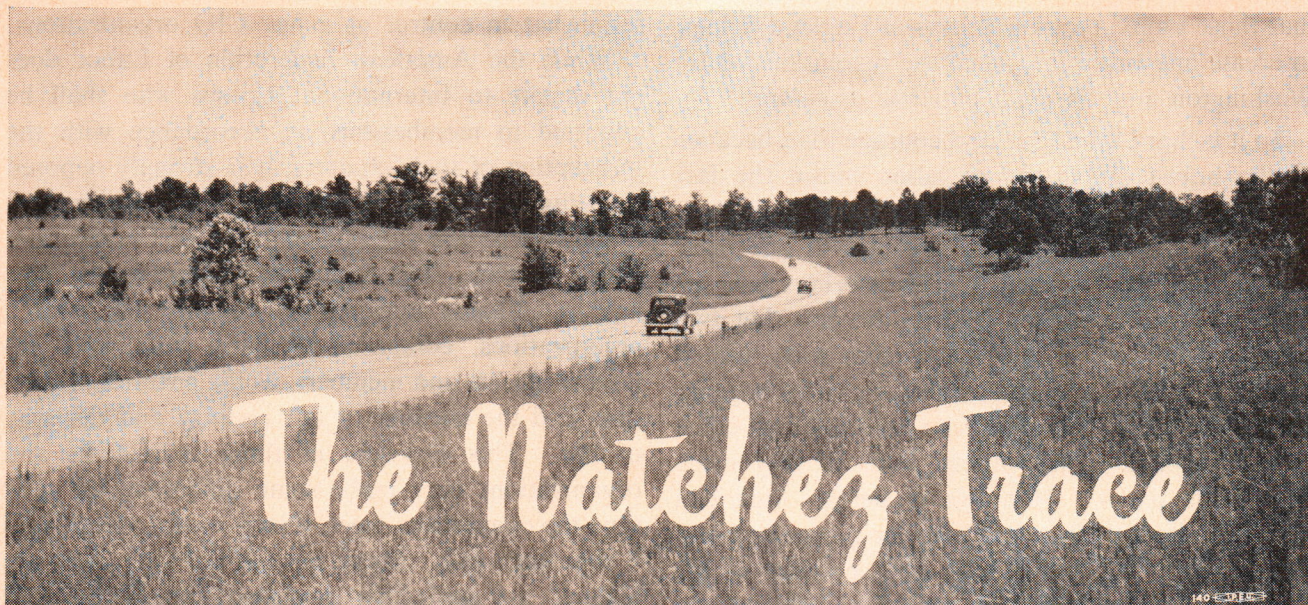
"Do Not Lose Heart"

I say, also, do not be discouraged, do not lose heart, do not get frightened even if you are to be submitted to more legal persecution by the present laws of the nation. Real men fight harder and with greater determination when they are set back.

The British people never lost courage when they were being bombed and blasted from one end of the country to the other by Germany. I was there on two occasions during this period and the British people whose hearts were broken by the death of many in their families went to work every day and held their organizations and were more determined to win the war than they were before the bombing.

Let us, the men of labor, promise within our own hearts that we will not be set back, we will not be discouraged.

Fight we do not desire but you, our enemies, if you force us to fight we will, as Emmet said on the court in Dublin, before he was hanged, "We will dispute every inch of ground, burn every blade of grass and our last entrenchment will be our graves."



THE NATCHEZ TRACE has been called "America's oldest road." Relics and mementos of the Indians found along the trail suggests that the route was used by Indians centuries before the white man came to the valley country.

The Natchez Trace as we know it today is an elongated parkway project extending 450 miles from Nashville, Tenn., toward the southwest, deep into Mississippi with a temporary terminus at Natchez.

This road has certain characteristics in common with others in the Historic Highways series which have been published in *THE TEAMSTER*. Like the Boston Post Road the Natchez Trace was used as a post road and like the Santa Fe Trail it was a link between the older parts of the Union and the Southwest and Mexico.

Unlike some of these other highways, however, the Natchez Trace project as we know it does not follow a definite state or Federal roadway system. The trace, however, does follow the old trace proper from Nashville to Natchez.

When the white man came to the wilderness country to explore and settle he found a network of beaten paths, made probably by animals in the quest of water or salt licks or food. Some of these old animal paths were later used as Indian

trails as warpaths or hunting routes. Some of these old trails were called "traces" by the pioneers, a word which in old French suggests its origin as a line of footprints or animal tracks.

Follows Indian Paths

If you examine a map of the U. S. here is about the way you will find the present location of the Natchez Trace parkway, a route which follows closely the pre-colonial Indian paths:

Out of Nashville east of U. S. 31 southward toward the Alabama-Tennessee state line;

Cutting across the northwest corner of Alabama the trace extends southwest until it crosses the Alabama-Mississippi state line north-east of Tishomingo state park;

Extending west and southward the trace comes into Parkway Headquarters just north of Tupelo, Miss.

Passing southward east of Houston and West of Mathiston the trace extends on toward Kosciusko, crossing U. S. Road 82 and thence westward across U. S. Road 51;

Going north of Jackson, the state capital, the trace parkway goes generally in a southwesterly direction until it strikes U. S. Road 61 which it follows until it reaches Natchez.

A total of 140.5 miles of the Natchez Trace Parkway between

Nashville and Natchez has been surfaced or graded, according to recent figures given *THE TEAMSTER* by the U. S. Public Roads Administration. How soon the remainder will be finished or what the schedule will be is dependent upon appropriations to complete the project.

Few travelling over any section of one of America's modern parkways will realize the history and tradition behind the modern smoothly graded areas. The Natchez Trace, for example, was undoubtedly an important part of the highway network which linked together Indian tribes such as the Choctaw, Chickasaw and probably the Cherokees. Mementos found along the Trace also suggest that Aztecs and perhaps Incas also used the trace as a route in sending envoys up from Central and South America to the tribes of North America.

The Trace was used by the white man and was in fact under four flags before it finally became part of the U. S.—French, Spanish, English and American. In establishing trading posts along the Mississippi and its tributaries the French explored the trace country in the early 1700's with the first permanent settlement in Natchez in 1716. The French were primarily interested in trading and hence followed river routes. They were not interested

in colonization of the interior of the country.

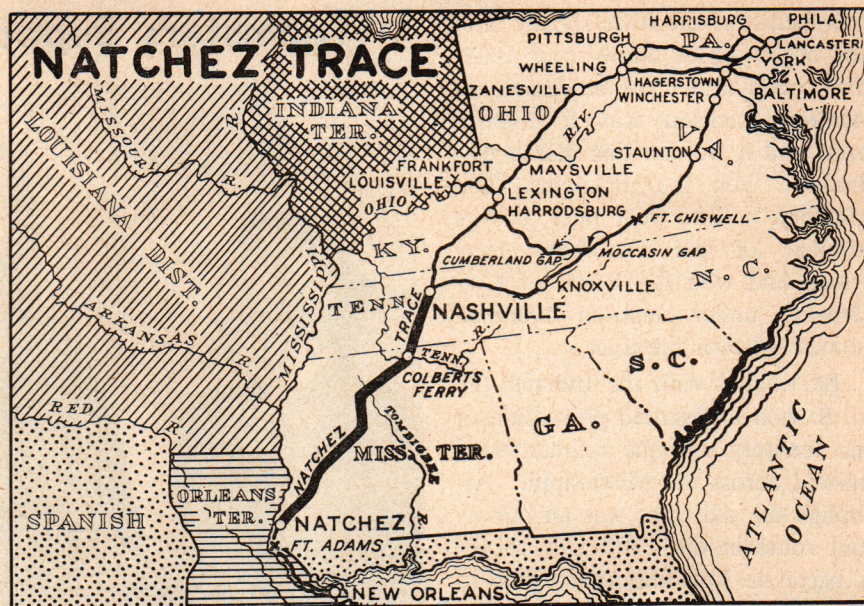
After the French and Indian wars of 1756-63 France ceded the area to the English who occupied the country until the Spanish ousted them in 1779. Following the American Revolution, the new nation took over the English claims to the country and thereupon entered into a period of controversy with the Spanish.

Outpost at Natchez

From 1783 both Spain and the U. S. claimed the country with the Spanish occupying the southern part and maintaining an important outpost at Natchez. The Americans, on the other hand, established their headquarters for the area at Nashville, Tenn., as their southwestern-most post.

As the white man had begun opening up the Mississippi valley for settlement the trace became more and more useful as a commercial highway. Traders would float or raft products down the river to New Orleans and return to their homes in Kentucky and Tennessee using the old trace.

In 1798 Spain surrendered Natchez along with all lands north of the 31st degree north latitude to



the United States. Mississippi Territory was organized with its capital at Natchez.

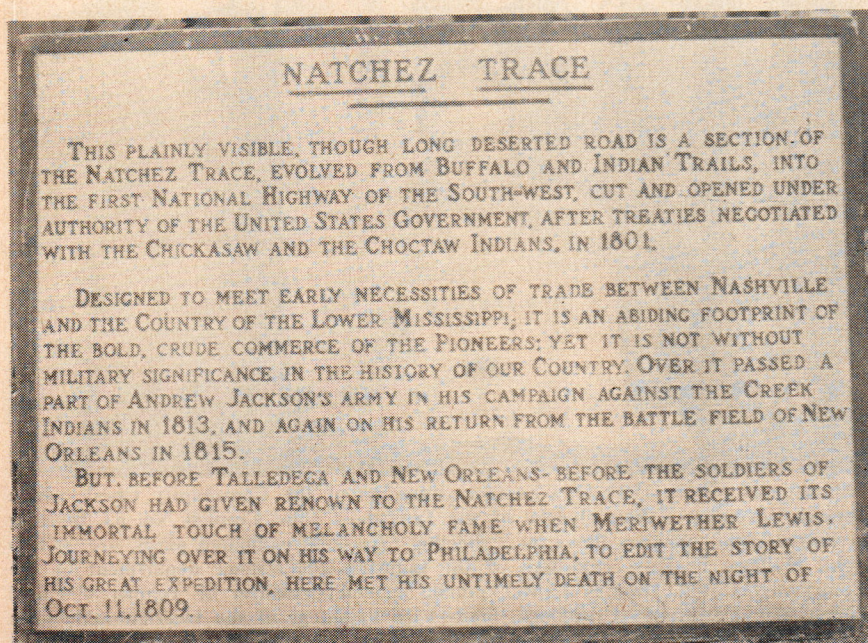
With the new country opening up, the demand for postal service grew and in 1800 Congress established the post road between Nashville and Natchez. The Postmaster General complained that it would be used only "at a great expense to the public on account of the badness of the road which is said to be none other than an Indian footpath and very devious and narrow." He suggested to the Secretary of War that U. S.

troops stationed in the Southwest be used "in clearing out a wagon road and bridging the creeks and causewaying the swamps between Nashville and Natchez."

Late in 1801 treaties were made with the Chickasaws and the Choctaws for improvement of the road. One provision of the treaties permitted the Indians to operate the inns and taverns for travellers. Work on improvement began in 1801 and two years more funds were provided by Congress for further improvement. This work reduced the distance between the two cities Nashville and Natchez by as much as 100 miles. Thus work which was done in 1801 was a forerunner of construction work going on today by the U. S. roads authorities.

In addition to its use as an important post road, the Natchez Trace was used as a major pioneer highway. Hunters, explorers, traders, and settlers used the route. Circuit riding preachers and government agents found the trace useful in their endeavors. Meriwether Lewis, the great explorer of the West travelled over a section of the road in 1809 and met death at Grinders' Point, Tenn. under mysterious circumstances. There is now a Meriwether Lewis national monument in Tennessee below Nashville.

A band of Tennessee military



Sign on highway tells of historic background.

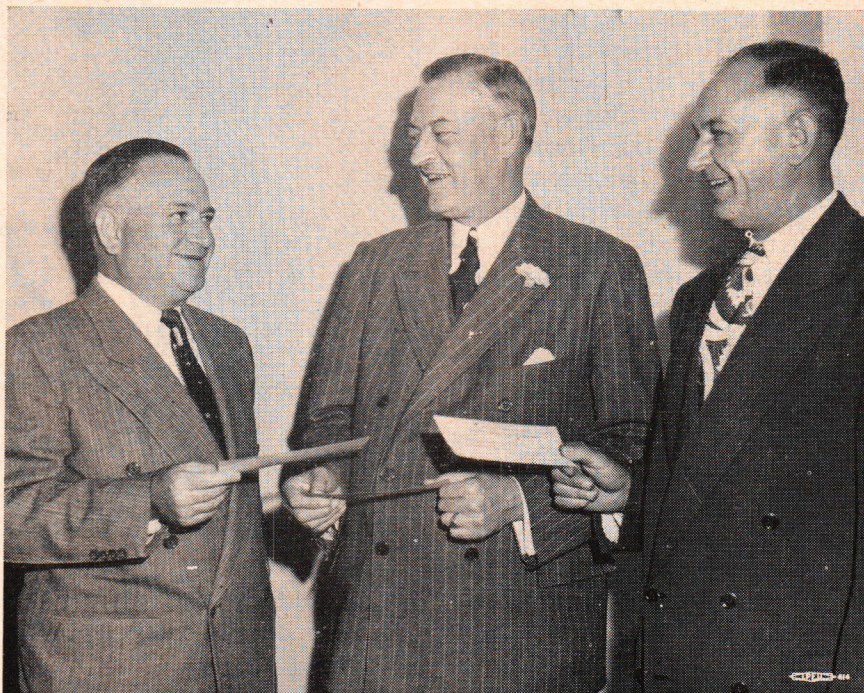
marched over the trace shortly after the beginning of the War of 1812. This band under the leadership of Andrew Jackson was a colorful crew and it was on this march that Jackson won the nickname "Old Hickory." Two year later a large number of the victorious army which had won the Battle of New Orleans under Jackson marched homeward over the trace.

By treaties with the Indians, the U. S. won undisputed possession of the territory and the redmen were pushed across the Mississippi. Although the old trace was an important route in the 1700 and 1800's it began to lose importance late in the 19th century. The rise of the steamboat sounded the knell of the old trace. What was once a colorful highway declined into a series or network of local roads.

The Parkway now under construction is a part of a national program to provide elongated parkways and improved highway areas in various parts of the U. S. The parkway prop has an average width of 800 feet. The old "stands" or inn sites, ferry sites, and Indian mounds are being suitably preserved on this old historical highway. In May 1934 Congress authorized the survey of the old trail and the establishment of the Natchez Trace Parkway, acquisition of lands and construction of the motor highway began in 1937 but shortly after the outbreak of the war in 1941 all construction work stopped with 105 miles of grading completed. Today the Parkway is open in sections for travel, but anyone wishing to use it should make inquiry as to present travel conditions.

Unlike other highways of the historical series this project does not command the commercial attention of those previously described. The highway, however, does promise to gain a reputation as one of the most interesting and colorful, though by no means the longest, of all the system now being developed in the country.

Teamsters Support Worthy Drives



Two Teamster organizations in Philadelphia invested a total of \$240,000 in U. S. Savings Bonds, Series G, recently. Local 463 bought \$200,000 worth of the bonds, and Joint Council No. 53 invested \$40,000. Above, John Backhus (left), president of Joint Council No. 53, and Joseph Wirs (right), secretary-treasurer of Local 463, present checks for the bonds to E. A. Roberts, Pennsylvania state chairman of the saving bond division. The purchase gave Local 463 a total of \$530,000 in government bonds in its treasury.



Full support of the 1949 Red Feather campaign of the Community Chest, which opened November 5, was pledged by the Teamsters' Joint Council No. 53, meeting in Philadelphia. Shown above, at a meeting to discuss campaign plans, are, left to right: William L. Day, chairman of the industry and finance department of the Community Chest; Thomas J. McDonnell, secretary-treasurer of Teamsters' Local Union 470; Edward P. Crumbock, Sixth Vice President of the International; John B. Backhus, president of Teamsters' Joint Council No. 53. Seated is Edward J. Hartsough, president, Warehousemen's Local 169.

Withdrawal Card Rules Outlined

WE HAVE received a good many inquiries from some of our unions that do not seem to keep in touch with our laws and with the Constitution of the International Union or with our writings and explanations in our monthly magazine relative to withdrawal cards issued to members. For instance, we have just received a request for information as to whether or not a withdrawal card should be issued to a man who is leaving a union shop and going to work in another town and obtains employment in a trucking concern or in some other branch of our trade, such as a warehouse, where it is not necessary for him to belong to the union.

In answer to this, we desire to say first that no withdrawal card should be issued to anyone unless that person is leaving our craft or our employment, or if he asks for a withdrawal card on the strength that he is disabled and does not desire to pay his dues any longer, which means he is not going to work under our jurisdiction anywhere in the future. In further explanation, if he did not expect to go to work for three or six months or a year or two at our craft then he could ask for a withdrawal card in order to save paying his monthly dues to his local union, but if he takes a withdrawal card and goes to work anywhere in any part of our employment such as driving or warehouse work or in a cannery plant or cheese plant or dairy that we have organized, then he cannot get a withdrawal card. Should such employment be at a distance from his present local union, he could get a transfer card and become a member of the local union under which jurisdiction he is going to work. If he fails to do this he is not fulfilling the laws and rules of the International Organization.

It should be distinctly understood

Conditions Under Which Cards Should Be Issued and Reinstatement Granted Explained In Detail; Careful Decisions Essential

by **DANIEL J. TOBIN**

that a withdrawal card means only one thing and that is, that the member has left the union in good standing, and it should be further understood that by so doing he severs his entire relationship with the local union and with all local unions of the International Organization. Then, if he is out of employment for a long time and he does anything wrong against the union while he is out of our membership on a withdrawal card the local union does not have to reinstate him into membership. It is up to the membership or the committee appointed by the membership to say whether or not he is to be reinstated because, remember, he is almost in the same capacity as a man who never belonged to the union when he endeavors to return his withdrawal card.

Sometimes Unacceptable

Local Unions now sometimes refuse to accept a deposit of the withdrawal card or to reinstate men who have been out on withdrawal cards for more than one reason. For instance, the local union may have sick and death benefits and this individual out on withdrawal card may have become incapacitated, he may have fallen into bad health from which it may be believed by the local union members and officers that he may become an encumbrance or a liability to the local union. Under such circumstances the local union is not compelled by law to accept the deposit of his withdrawal card.

Then, again, he may have done something that would be injurious to the trade union movement while out on a withdrawal card. He may have committed a crime and for such reasons his withdrawal card can be refused. Then if he goes to another union in another district and denies that he formerly belonged to a union—you know the obligation which asks the candidate “have you ever been a member of the International Union before?”—if he answers “no” then he is lying and has made a false statement.

Study Constitution

If he is initiated and it is later found out that he made a misstatement or lied he can immediately be expelled from the union for making false statements and obtaining membership under false pretenses and no part of the moneys that he had paid in needs to be returned because he was protected by the local union with high wages and other conditions while holding membership in the local union. If, however, he has just made application and paid part of his initiation fee or all of same and it is discovered that he has made false statements in his application, then, before his initiation, all of the moneys that he had paid up to that time should be returned.

Summing the whole situation up, local union officers should acquaint themselves first with the International Constitution, then with the decisions that are made based on the Constitution, which are very often explained in the monthly journal.

Fires Laid to 'Driving Habits'

ICC Survey Report Also Cites Mechanical Defects as Major Causes of Fire Accidents

Collision, overturn, and running off the road accidents with resulting fire continue to increase in frequency and to a large extent indicate poor driving habits and inadequate training and supervision.

So concludes the safety section of the Interstate Commerce Commission in an analysis of 521 fire accidents reported to the Commission by motor carriers during 1947. The accidents analyzed resulted in 118 fatalities, 433 injuries, and \$4,840,266 in property damage. Three hundred and twenty-seven vehicles were destroyed by fire.

"Fire accidents involving gasoline transporters' vehicles are becoming both numerous and severe," the report states. "Particular emphasis is placed upon this point for the reason that in most cases these accidents cause considerable property damage other than to the vehicle and the cargo."

Four out of ten fire accidents are attributed to mechanical defects, the most frequent being tire failures, wiring defects, and fuel line failures. Commenting on this, the report states: "Much of the large property damage could have been obviated if motor carriers had equipped their vehicles with adequate fire extinguishers."

As compared with 1946, fatalities per fire accident decreased somewhat in all class of categories during 1947. "Class II and III motor carriers led the way with only one person killed in every five fire accidents as compared with approximately one in three last year, a drop of 40 per cent," the report notes, adding that this "noteworthy improvement was almost entirely brought about by much less severe collision accidents."

Further on, the report states that property damage per fire accident increased very substantially during

1947 in all fire accidents except those involving single trucks. "Compared with 1946, the property damage per accident was approximately one-fifth higher in accidents involving buses and truck-full trailers; one-third higher in accidents involving tractor-semi-trailers and three-fourths higher in accidents involving tractor-semi-trailer-full-trailer combinations. Property damage per accident in accidents involving single trucks decreased about one-third.

A major factor in "total loss" accidents during 1947 was fuel spillage. Approximately one-third of all

fire accidents involved both fuel spillage and total destruction of one or more vehicles and almost two-thirds of the "total loss" accidents involved fuel spillage.

In its final chapters, the 47-page report concludes that mechanical failures cause more fires than is generally realized; that spillage of fuel from smashed fuel tanks has always been the greatest single source of fire hazards; that the problem of extinguishment becomes greater; that numerous fires were caused by gross negligence.

Finally, the report takes a pessimistic view of the record likely to be established this year. "The record thus far, at least as regards fire accidents, does not indicate much, if any, improvement over past years," it states.

CASUALTIES AND PROPERTY DAMAGE IN FIRE ACCIDENTS, 1947, CAUSED BY MECHANICAL DEFECTS

Passenger-carrying Accidents				
Defective Part	Number of Accidents	Number of Injuries	Number of Fatalities	Property Damage
Engine	9*	4	..	\$ 66,507
Fuel Line	7	2	..	19,795
Wheel	3	..	..	35,022
Battery	2	1	..	8,400
Service Brake	2	..	..	5,150
Parking Brake	2	1	..	450
Exhaust	1	..	..	500
Axle	1	..	..	1,000
Total	27	8	..	\$136,824
Property-carrying Accidents				
Tire	53†	5	3	\$548,214
Engine	22	6	3	107,460
Fuel Line	19	5	..	484,145
Light	14	3	..	24,560
Service Brake	10	3	..	69,120
Battery	4	1	..	7,250
Spring	3	2	..	39,487
Wheel	3	3	..	6,100
Driveshaft	3	1	..	28,753
Steering	2	6	..	28,500
Exhaust	2	..	..	9,323
Axle	2	1	..	47,500
Parking Brake	2	..	..	24,400
Other	2	..	..	13,520
Not reported	2	..	..	32,800
Frame	1	..	..	3,000
Total	144	36	6	\$1,474,132
Grand Total—Passenger-carrying and property-carrying	171	44	6	\$1,610,956

* One accident involved two defects; engine and fuel line. There were no fatalities, one injury, and \$700 property damage.

† One accident involved two defects; tire and spring. There were no fatalities, one injury, and \$350 property damage.

New TVA Plant Should Be Built

THE Eightieth Congress refused to approve the request of the Tennessee Valley Authority for funds to build a new steam plant at New Johnsonville, Tenn. Lobbyists on the payroll of private utility interests, and other enemies of TVA were responsible. TVA will make the same request of the 81st Congress.

This new steam plant is urgently needed to supplement the present facilities of TVA in supplying the heavy demand for increased power not only in the homes, businesses and private industrial plants, but especially the large atomic energy plant at Oak Ridge. The new steam plant will produce power during periods of low water flow to assure a continuous supply of electricity.

During the war TVA power helped produce aluminum for almost 45 per cent of the Nation's needed war planes. If another National emergency should arise TVA will again be called upon to supply the power to step-up production of atom bombs, planes and many other weapons of war. So this is not a local problem that affects the people in the Tennessee Valley Region alone, but is of vital interest to every man, woman and child in the United States. In addition to the important part that TVA plays in National Defense, the Nation benefits from the TVA program in many other ways. The progress of the whole country is tied up with the progress of each section. Cripple one part of the United States and all other parts are affected.

The rest of the United States does not pay the power bill for anyone in the Tennessee Valley, as the public utility lobbyists would have you believe in their campaign to confuse the public mind. TVA power operations are self-sustaining. The production and transmission of electricity produce revenues sufficient to cover all expenses, plus a substan-

Decision on New Project Rests with the 81st Congress; Development Is Particularly Important to Teamsters and Other AFL Unions

by **ROYCE WOODALL**

tial return on the investment of U. S. Treasury funds.

While private utilities pay only a *percentage* of their profits to the Government for income tax, *all* of the profits of TVA belong to the Federal Government. TVA has earned \$115 million, or an average of 4 per cent a year, on the investment in power facilities. Of this total, \$6 million has been paid into the Treasury as interest on bonds, \$34 million to retire bonds or repay appropriations, and \$75 million has been invested in the business. There is no reason to doubt TVA's ability to continue to maintain the Government's investment in splendid financial condition, and at the same time repay steam plant and all other power appropriations in the time limit placed by Congress.

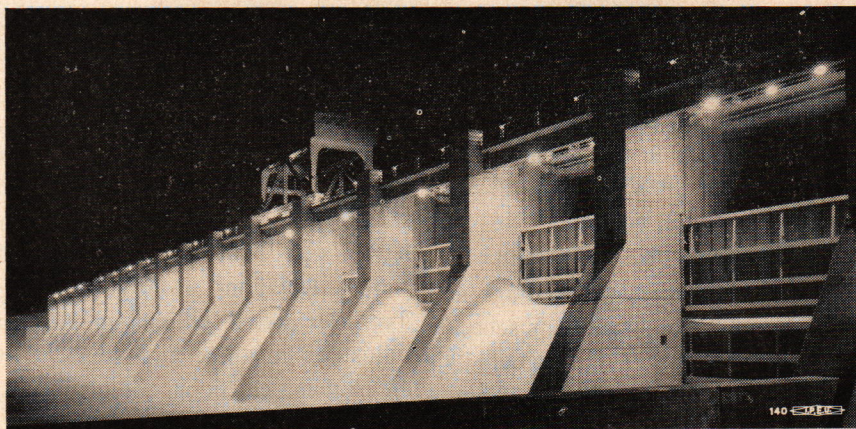
Another charge frequently made by the enemies of TVA is that TVA is tax exempt. The truth is that the combined payments to states, counties, and cities by TVA and distributors of TVA power for the

fiscal year 1947 amounted to nearly \$4 million, over \$800,000 more than was paid by the former private owners of these same properties, before Congress through its agent, TVA, accepted responsibility as sole supplier of the region by purchasing all private power generation.

Funds appropriated to TVA have been spent in nearly every state of the Union—of \$356,000,000 expended by TVA for processed and manufactured goods through June, 1946, three-fourths was spent outside of the seven Valley States.

We as Teamsters have an additional interest in seeing that TVA is not hamstrung. Nearly 10 per cent of TVA trades and labor employees are Teamster members and they are enjoying relatively good rates of pay and excellent working conditions. TVA, through collective bargaining, helped to raise the working man's standard of living in the South. The average per capita income in the region has increased from about 40

(Continued on page 32)



TVA's great power supply has greatly aided the entire nation.

Sign New Contracts In Chicago Area

By H. G. BURGER
General Organizer

In the last two months we have been able to sign new contracts covering increases in wages and a large number of better working conditions than our old contracts contained. A few of these companies include:

Canada Dry, Brinks, Exp. and Armored Car Corp., Illinois Nurserymen's Association (as well as commercial flower growers including florists and hot house deliveries.) Hammond, Indiana cartage, Master Oil Agreement (this agreement includes 10 Local Unions), Kenosha, Wisconsin dairy agreement, Parmelee Transp. (baggage and transportation), Waukegan, Ill. Beer and Liquor agreement, Joliet, Illinois Dairy and Ice Cream, Lumber and Cartage agreements, City Ice & Fuel agreement, Elgin, Illinois cartage agreement, Kankakee, Ill., dairy agreement and also have helped settle the Kroger Company strike in the state of Wisconsin.

We find that it is much more diffi-

cult to sit down and attempt to negotiate a contract under the Taft-Hartley Act without running into several attorneys whom all of the companies seem to have hired to negotiate their contracts than ever before. We have always been able to settle contracts previous to the Taft-Hartley Act without attorneys being present, which arrangement was very much more satisfactory. If there is no trouble the employers' attorneys make trouble endeavoring to prove that they are helpful to the employers.

We have also organized the following new companies: The Hub Electric Company and the Roddis Company, which are both somewhat of a national institution. We also have a campaign on organizing all garages and parking lots in the city of Chicago. During the past week we have signed up six of them and our observation is that we will be successful in organizing them all. Our warehouse unions also have had an active campaign going on for the past six months and have been thoroughly successful.

In the past year we have been fortunate enough to negotiate and sign contracts without any strikes or stoppages of work of any kind.

Majorities for the union shop and not one election has gone against the union shop.

In Tupelo, Mississippi, which is an agricultural district, Teamsters Local 591 won a union shop election involving the employees of a large milk processing company by unanimous vote.

To those of us who are representing labor in the Southland, this is a very encouraging and heartening to say the least, as the states of Alabama and Mississippi are considered as being in the deep south where it has not been so long ago that the workers had semi-slave conditions. It also indicates that the employees in the south are waking up to the fact that without organization they can slip back into a semi-slave condition. It also contradicts the propaganda which has been fed to the workers in the south by enemies of labor for the past several years that a union shop was unconstitutional, undemocratic, etc., and was being forced upon the employees by the Unions.

To Resume Trip Lease Hearings

Hearings on the truck leasing problem in case Ex Parte No. MC-43 will be resumed in two sessions scheduled in St. Louis, Mo., and Washington, D. C.

The field hearings in St. Louis will be held in the U. S. District Courtroom at the U. S. Courthouse and Customhouse. Proceedings will begin at 9:30 a. m., November 6.

Hearings in the field will be followed by further proceedings in Washington when a session is scheduled for 9:30 a. m. December 13 at the Interstate Commerce Commission.

Southern Teamsters Win Shop Elections

By C. M. PENDERGAST
General Organizer

In my district, consisting of the states of Alabama, Mississippi and Tennessee, two of these states, namely, Alabama and Mississippi, have no anti-union shop laws. In the past ten months a considerable number of union shop elections have been held by the National Labor Relations Board involving Teamster Local Unions in various industries in these two states. In all of these elections, the employees, members of our Local Unions, have voted by overwhelming ma-

Teamster Winner Via 'Write-ins'

A North Carolina Teamster is credited with one of the most unusual feats of the November 2 elections.

He is R. C. Sandling, popular financial secretary of Local 81, who lives in New Light Township, Wake County, N. C. Since November 2, he also is Constable Sandling.

Brother Sandling received 121 votes for the constable post, while the Republican seeking the office polled only 31.

What is unusual about that? Well, Brother Sandling had not sought election, he wasn't even on the ballot. His many friends wrote his name on their ballots and defeated the announced GOP candidate. Which goes to show the Democrats did very well, even when they weren't trying to run.

Stake of Unions In ERP Stressed

"You don't get production without well organized trade unions."

With these words General George C. Marshall, Secretary of State, gave a strong endorsement to trade unionism. Secretary Marshall made these remarks in addressing a group of 40 labor leaders from a dozen European countries in his recent trip to Europe.

The labor leaders had convened to discuss ways and means in which organized labor could help make the European Recovery Program a success.

"What we are fighting for is not just peace, but a type of peace in which an individual or a trade union is free to meet as it pleases and to say what it pleases. This is about as far from the police state as you can get," the Secretary of State said.

On outlining the aims and purposes of the recovery program General Marshall said that no group is so dependent on the freedoms of assembly, speech and opportunity as a labor union.

"Your very life depends on it," the Secretary said.

Successful Drive Pushed in Miami

A successful organizational drive among employees of Borden's Dairy, Miami, Fla., has just been completed by Local Union 390, that city.

Soon after undertaking the drive, the local petitioned the NLRB for an election and in the balloting which followed, 64 employees voted unanimously for Local Union 390. The dairy formerly had a contract with the CIO.

John J. Lunin, secretary-treasurer of the local, states that the vote sets some sort of record for the south, where an entire plant voted for a union without opposition.

Veteran 'Hitch' Teamster Retires



Teamster Stuart McLellan of Boston has retired after a long "hitch" in the trucking business. He has been a member of Local 25 since its inception.

Two-horse hitch teamsters formally vanished from Massachusetts when Stuart McLellan retired recently on his 72nd birthday.

"Mac," as he was known in Boston where he had delivered freight with his team for over 56 years, had been a member of Local 25, Boston Transportation Drivers, since the union was organized. Though retiring, he'll keep his Teamsters card.

The veteran teamster arrived in Boston from his native Maine when he was 14 years old and went to work as a towboy on horse cars. His job was to hitch a horse onto the side of the car to help it up the hill from Haymarket Square to Scollay Square.

Later, while only 16 years old, "Mac" went to work for the G. W. Nason trucking firm, hauling horse-drawn cars of leather. He became foreman and manager of the firm before it was sold. For many years before his retirement, he was employed by the Armour Leather Co.

Mechanization of the trucking industry didn't interfere with McLellan's team. The president of the company promised there would be a two-horse hitch for him to

drive as long as he was with the firm.

During 56 years of trucking, "Mac" never was arrested for a traffic violation or mistreating a horse. Not once did he use a whip on a horse.

The veteran teamster is proud that he was among the first to join Local 25. It was tough going for unions in those days, he recalls. His boss was sore at him for joining. "He'd have fired me," grins "Mac" around his cigar, "if I wasn't his son-in-law."

He remembers with pride the hard fight waged by Teamster leaders such as Dan Tobin, Bill Harnett, Frank Brown, Mike O'Donnell and the late John Gillespie.

"They worked hard and suffered a lot to lay the groundwork for the strong organization that Local 25 is today," McLellan declares.

He insists that labor must keep on its toes to preserve its gains.

"Just the thought of going back to the days when labor was unorganized and the employers did as they pleased—gives me enough incentive to 'get on the ball' and do all I can to help labor," he declares.

Truck Driving Champs Chosen

North Carolinian Is Winner of Top Honors In Tractor, Semi-Trailer Class at Rodeo

America's new champion truck driver in the tractor and semi-trailer class is Grayson Thomas, a member of Local Union 391, High Point, N. C.

Brother Thomas won the driving crown at the American Trucking Association's Eighth Annual Truck Rodeo in Washington, D. C. Driving an almost flawless course, the new champion finished with 342.7, topping his nearest competitor by 24 points.

In addition, Brother Thomas, who participated as North Carolina's truck-driving champion, finished the course in six minutes and 24.5 seconds, the best time of any contestant in his class. The 36-year-old driving champ is married and the father of two children, ages 8 and 11.

Detroit Teamster Wins

Champion driver in the straight truck class was Brother Thomas E. Bennane, Local 299, Detroit. Brother Bennane has been an employee of Trucking, Inc., for more than six years. He is married and has three children. Winner of the Michigan state championship in 1946, he also placed third in the state rodeo in 1947.

During the past nine years and eight months, Brother Thomas has driven without an accident. He has accumulated 600,000 miles of driving in the past 15 years.

Formerly a semi-pro baseball player, he still plays softball and devotes the remainder of his spare time to hunting small game.

In written examinations conducted prior to the rigorous rodeo driving tests, Brother Thomas displayed an exceptional knowledge of all-around driving "know how"—rules of the road, highway courtesy and first aid.

For his driving skill, he was



Grayson Thomas

awarded the Evans Trophy, a permanent gold trophy and other prizes.

Brother Thomas won top honors in the North Carolina State Rodeo sponsored by the North Carolina Motor Carriers' Association in Charlotte last July. He has been employed by Associated Transport, Inc., for 15 years.

Teamster's Action Prevents Tragedy

If truck drivers received medals for preventing serious accidents, Nordal "Swede" Grostad, driver for the Boeing Airplane Company at Seattle, Wash., and a member of General Teamsters Local 174, would rate one with palms, for an act of outstanding courage which he performed while taking a tanker load of high-test aviation gasoline over the mountains to the Army's jet plane base at Moses Lake, Wash.

At the bottom of a steep, winding hill, Grostad discovered that his tractor was on fire. Instead of taking to the sagebrush, he pulled off the road, ran ahead with flares, and

then stopped an oncoming truck and had the driver put flares in the other direction. The Grostad went back to the flaming vehicle, cranked the trailer wheels down, disconnected the tractor, drove it up the road and put out the fire. By this time the driver's seat was blazing on the side opposite the driver, the spare tires were consumed, and the tractor badly damaged otherwise.

Grostad then returned to the burning trailer and put out the fire there with an extinguisher.

If he had taken to the brush and let the truck and trailer go, not only would 4,000 gallons of aviation gas and the tractor and trailer been destroyed, but a large number of motorists might have been injured. A number of tourist autos were stopped by the flares.

Question Marks to Labor Victory

(Continued from page 12)

likely to assert himself more emphatically in the conduct of foreign affairs. He is probably a little irked by the back-of-the-hand talk in Washington that international relations are being conducted by the Forrestal-Lovett-Marshall group. The ill-fated mission to Moscow proposed for Chief Justice Fred Vinson may not have been so great a political liability in the campaign as people thought—there is ample evidence that the President's faith in trying to reach a peaceful solution by direct action won him both friends and votes.

The President is on record in speech and action for a strong support of the United Nations and its specialized agencies.

The national defense program as an arm of policy will be well taken care of if the President's wishes are followed.

With the election spelling the end of some of the isolationists, the President will feel that he can go along more strongly in his European Recovery Program recommendations.



LABOR editors throughout the country were in fine fettle as they sat down before their typewriters on November 3 to interpret the national, state and local elections. Overshadowing the many victories won by labor was the resounding one scored by President Truman. Labor editors were full of admiration for the President's feat, and of course credited labor for a full share of credit in the victory. Following are excerpts from some of the labor papers that have come across the editor's desk:

"Defeat of more than half a hundred House members and more than half a dozen Senators who voted for passage of the Taft-Hartley Labor Enslaving law over President Truman's veto left the reactionaries numb. Excuses were being 'cooked up' in an effort to deprive labor of the credit for their stunning defeat."—*Terre Haute Advocate*, Terre Haute, Indiana.

"You've got your old job back. We're glad. We in the labor movement don't intend to take all the credit for your victory, but we know that we had a large share in that victory. We turned out for you, Mr. President, because we felt that the tremendous job you have yet to do takes a little more time than you had to do it."—*The Union Leader*, Chicago, Illinois.

"The faking pollsters, the so-called experts, bungled their job thoroughly because they did not get a cross-section of the people. Purposely, as a part of the propaganda that was used again and again by everything and by every opportunity, the polls were slanted. . . . The polls will be buried along with the other great farces that have been used against the people of America."—*Kansas City Labor Bulletin*, Kansas City, Missouri.

"We will never forget as long as we live the little guy, Harry S. Truman, and we mean in stature only, getting up off that floor and carrying on the slam bangest political campaign that this country has ever seen. We will never forget the slow, laborious processes that the organized labor movement went through

before some of them finally decided that Harry was our boy and got on the bandwagon. And, we'll never forget that there were many in the AFL that were for the President from the start and never lost faith, but better still the little battler from Missouri never once lost faith in himself."—*East Bay Labor Journal*, Oakland, California.

"America has spoken! She has handed Truman the tools he sought to do the work he has set out to do for all the people. What a great job Labor did in this crusade! And what a great hope and confidence fills our hearts as we now march forward with Harry Truman! It's great to be an American!"—*Labor Press*, Portland, Oregon.

"That Labor was a definite factor in the national and state elections was a foregone conclusion almost as soon as the returns began coming in. In the large industrial centers Truman took a lead from the first and never once lost his headway. It was the same in Minnesota, where Humphrey took an immediate lead over Ball and held it consistently. Ball celebrated (?) his birthday Wednesday."—*Union Advocate*, St. Paul, Minnesota.

"While many factors enter into Truman's victory, the support of organized labor was based almost entirely on the fact that the Eightieth Congress (its acts now discredited by the people's vote) had passed and put into law the most restrictive legislation against labor unions ever devised. . . . Labor has won a victory that has given laboring people an insight as to their voting power that they never realized before."—*Tri-City Weekly Labor Review*, Rock Island, Illinois.

"Historians should put this down as the 'Miracle Election.' From the beginning of the battle, practically all the newspapers, and certainly all the pollsters, including 'Dr.' Gallup, the radio commentators and the press columnists, declared: 'It's in the bag for Dewey.'

They were all wrong, and many of them have been manly enough to acknowledge their incredible blunders."—*Labor*, Washington, D. C.

"A political atom bomb dropped out of a clear blue sky Tuesday and enveloped all of these United States. . . . Not content with merely winning for himself, against the most tremendous odds any presidential candidate ever faced, Harry S. Truman campaigned unselfishly to defeat the members of the 80th Congress who had sneered at his program and passed unwise legislation, including the Taft-Hartley Act."—*Bellingham Labor News*, Bellingham, Washington.

"President Truman's own appeal to the rank and file, in which he advocated the outright repeal of the Taft-Hartley Law, which strived to take away the rights of American citizenship of the working people, was his leading vote-getter."—*The Labor Temple News*, Peoria, Ill.

"The common people have been having a wonderful time for the last week looking up to Olympian heights and watching the wrong guessers writhe.

"The contortions have been terrific, the self-abasement sensational. The grimaces that decorated their red faces as crow smeared with humble sauce went down were satisfying indeed.

"The pollsters in groping for the reason or reasons for the election flop that made them look so silly seem to be doing everything except look the facts of life in the face. They just can't bring themselves to admit that poll-taking isn't any more scientific than guessing win, place and show in a horse race. The pollsters can't read the mind of the people any more accurately than a bettor can plumb the elasticity of a bangtail's leg muscles and the size of its heart. Poll-taking, on the basis of all the techniques thus far developed, has a long way to go before it's any more scientific than it was in the dismal heyday of the late and unlamented *Literary Digest*."—*Minnesota Labor*, Minneapolis, Minnesota.

SCIENCE SHORTS



Storage batteries and electrical cable coverings consume about half the lead used in the United States.



Heavyweight hydrogen and lightweight helium are the newest research materials available to scientists from atomic energy piles.



Joseph Henry (1797-1878), who constructed the first electromagnetic motor, was the first secretary of the Smithsonian Institution.



A standard-gauge railroad at Climax, Colo., is 11,319 feet above sea level; this is the highest elevation at which any standard-gauge American railway operates.



Electronic tubes in England are called electric valves.



Chimneys, flues and stovepipes should receive regular inspection; defects in them rank second as the cause of farm fires.



A magnet on an adjustable arm on a new wall-type, hand-operated can opener picks up the lid as soon as it is cut from the can.



There are some 1,400 separate parts in an electric refrigerator.



The 1948 hurricane season was unusual in that it started late, but when once started, it made up for lost time.



About once in a million times, scientists estimate, an albino bullfrog is born; these albinos have pink eyes and weak yellow-colored bodies instead of the gray or brownish eyes and the greenish-brown body of ordinary bullfrogs.



A new type of earthworm, thought to be from the orient, is stirring up trouble for New England golfers on putting greens; it brings to the surface a much larger amount of casts than ordinary earthworms do.



Australia now has 103,000,000 sheep, compared with 111,000,000 in 1939; the country lost some 30,000,000 sheep in the two drought years 1945-1946.



Electric fences, placed along railroad lines where there is danger of rock fall, automatically set block signals in stop position when broken by sliding earth or falling rock.

Electric lighting of hen-houses in the early morning is recommended so that the layers will have 14 hours of light; this gives them a longer day in which they will exercise more, eat more and lay more eggs than otherwise.



Abandoned mines should be effectively closed so that children can not enter; they are apt to be a definite hazard to youthful "explorers" because of poisonous or explosive gasses, rotten timbers, polluted water, and poisonous snakes and scorpions.



Airplanes have been found very effective in distributing hormone sprays to orchards to prevent pre-harvest drops of fruit; the plane does the work quickly because it uses a solution 240 times more concentrated than ground sprayers.



Modular system, coming widely into use in building construction to lessen costs, includes the standardization of building measurements and materials into units on a four-inch and four-foot module.



The hard maple is one of the most satisfactory trees from the standpoint of the range of autumn colors it provides; they vary from bright gold through vivid reds and warm orange with occasional lingering patches of summer green.



Over 80 per cent of the wool entering international trade moves across the equator from the cool south to the cool north; Australia, New Zealand, Argentina, Uruguay and South Africa are the principal Southern Hemisphere wool-producing countries.



A federal soil scientist says that there are some 1,300,000,000 acres of unused land in the world that could be developed for crop production.



Naphthalene acetic acid makes one of the most effective hormone sprays for use in apple orchards to prevent pre-harvest drops of fruit; it has only a short effective period and must be applied to the trees at the busy harvest season.



Chigger-proof clothing, for field workers, hunters and picnickers, is impregnated with two hitherto little used chemical compounds, phenyl carbonate and a type of dichlorodiphenyl ether; the treatment withstands several washings.

California Drivers Cop Safety Contest

Seven members of Local Union 890, Salinas, Calif., recently established a fleet team record in a nation-wide contest sponsored by the National Safety Council. Drivers for the Permanente Metal Company, Permanente, Calif., they traveled 425,000 miles in the year ending June 30, and won out over 1,500 fleet teams competing throughout the nation.

The seven men, after being informed of their victory, met and nominated Peter Juster, one of their group, to attend the National Safety Council meeting in Chicago and to receive the award. It was presented to Juster on October 21 in the grand ballroom of the La Salle Hotel.

A driver for Permanente Metals for five years, Juster has been a member of the Teamsters for 15 years. In the period from July 1, 1947 to June 30, 1948 he drove his truck approximately 150,000 miles without an accident.

Labor Press Receives Praise

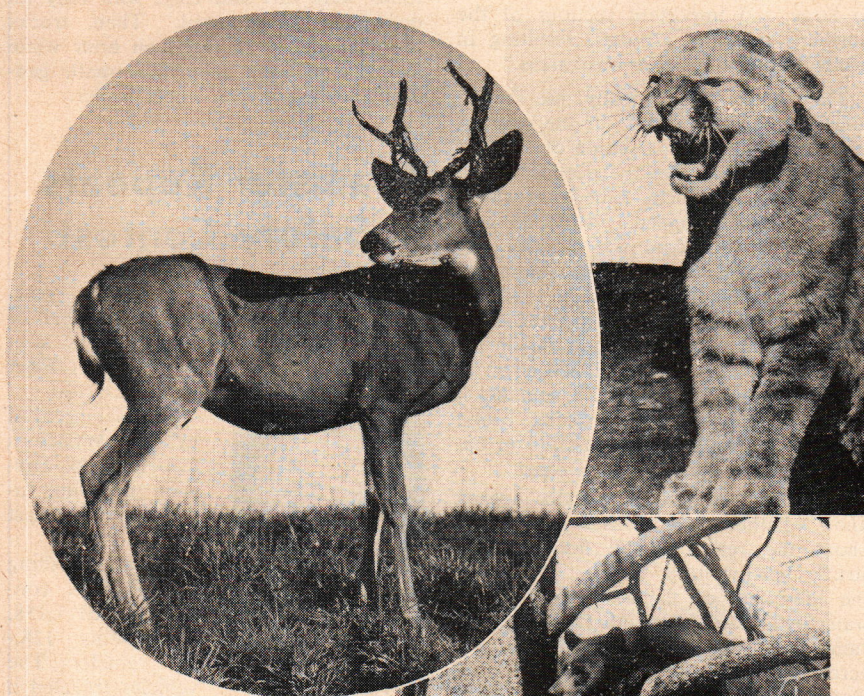
AFL President William Green and Joseph D. Keenan, director of Labor's League for Political Education, hailed the activities of the labor press for the magnificent work they did in the weeks and months preceding the election.

Speaking to the delegates attending a banquet in Cincinnati which concluded the 37th annual convention of the International Labor Press of America, Mr. Green said that all those connected with the labor press had made a great contribution in the winning of one of the greatest victories of the labor movement. He predicted that the work of the press would raise it to high esteem and will create a new sense of value for the worth of the labor press in the field of organized labor.

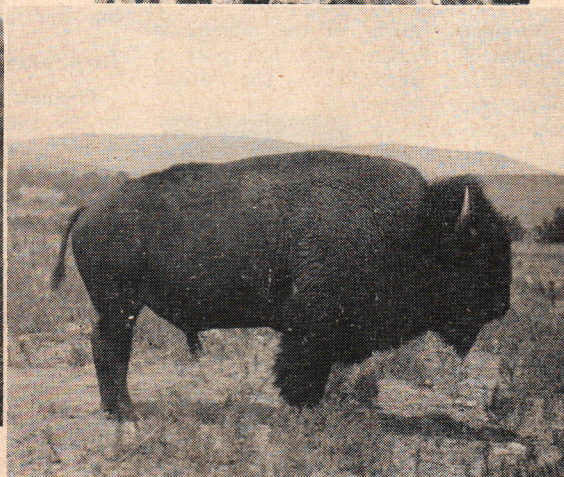


...the Wide Open Spaces

U. S. Big Game Population Holds Stationary



AMERICAN BIG GAME — The deer, mountain lion, black bear, bison and antelope (reading clockwise from top) are small in numbers compared with the giant herds that roamed country less than a hundred years ago.



OF THE animals that inhabit the United States, human beings number approximately 140,000,000, and the figure is growing annually. The big game population of the country, however, has been just about holding its own in recent years. Some types have been decreasing and seem fated to go the way of the eastern puma, or cougar, which became extinct about 1885; the Pennsylvania bison, which bowed out of the picture in 1801; and some of the types of grizzly bears which have disappeared in recent years.

In 1943, big game animals in this country numbered about 6,500,000; in 1946 the estimated population was 8,000,000. That there is even this number extant today is due to belatedly initiated conservation measures. The period of the "great slaughter" of game animals extended roughly from the 1840s to the 1880s, when gigantic herds were wiped from the surface of the Great Plains.

Some Become Extinct

"Once a type becomes extinct, it never reappears," observes Harley H. Jackson, in charge of biological surveys for the Fish and Wildlife Service. "It behooves us to care for what we have." Sadly, Jackson notes that five forms of birds have become extinct within the memory of living man. He lists these as the Labrador duck (1875); passenger pigeon (1914); heath hen (1932); Carolina parakeet (1935); great auk (1944).

The largest group of big game animals roaming the United States today is deer; they number about 7,000,000. Relatively small numbers of other animals are left. They include 288,800 elk, 233,900 pronghorned antelope, 154,900 black bears, 116,600 peccaries, 23,300 moose, 16,000 Rocky Mountain bighorn, 15,700 mountain goats, 7,600 desert bighorn, 5,000 bison, 1,700 wild boars, 1,400 grizzly bears, and 40 woodland caribou.

There is little likelihood that these numbers will ever be increased substantially. One of the reasons for this is that more and more hunters are turning out annually. In 1919, about 3,500,000 hunting licenses were issued in all 48 states; by 1932, the number had increased moderately to 5,766,000; by 1940, there were 7,646,000 licensed Nimrods. During the

war years, only slight increases were recorded, but in 1946 the figure jumped to nearly 10,000,000. In 1947, more than 12,000,000 persons took out hunting licenses.

Migratory waterfowl have fared much better than our big game animals, despite the fact that the number of duck hunters has more than tripled since the depression year 1934. When the duck stamp law was passed in that year, it was found there were about 635,000 duck hunters; by 1942, there were 1,500,000; and in the 1946-47 season, there were over 2,000,000.

During the so-called "duck depression" the continental population of game ducks and geese was estimated at about 27,000,000. Several years of drought and over-shooting brought game fowl to this dangerously low population. Then, due chiefly to a break in the climatic conditions which returned water to the breeding grounds, but also to drastic regulatory action to reduce the legal kill and to great expansion of the federal refuge system, steady increases were recorded.

Mule Deer Popular

This young mule deer is one of the estimated 2,000,000 of his species now inhabiting the western United States. Similar to the blacktail deer in appearance, the mule deer is equally at home on plains, foothills and mountainsides. As spring nears, they retreat to the mountains and feed about three miles below the snow-line.



A grown mule deer averages about 275 pounds, though they grow larger in British Columbia, where 400-pound animals are not uncommon.

V. T. Newton, of Glenwood Springs, Colorado, holds the record kill for mule deer. Length of outside curve of the antlers: right, 32½ inches, left 33⅞ inches, with a spread of 32½ inches, and 11 points on both antlers.

In 1944, the estimated population of waterfowl was 125,000,000.

Commenting on this increase, the U. S. Fish and Wildlife Service states: "During the war years the hunting pressure naturally decreased as many of the nation's marksmen had exchanged the shotgun for the military rifle. With the end of hostilities in Europe, the number of hunters began a rapid climb when thousands of young men, returning to civil life, were anxious to continue their newly acquired skill with firearms and to spend more time in the out-of-doors. . . . Unfortunately, this increase came at a time when drought conditions were returning to large and important sections of the northern breeding grounds, resulting in production failures over vast areas."

Then, more optimistically, the service remarks that as a result "of the reduced kill during the hunting season of 1947-48 there is evidence that the decline in the populations of North American waterfowl has been stopped. Although current information does not indicate any marked improvement in the numerical strength of the flocks, it is at least encouraging to record no further decrease. With favorable climatic conditions on the breeding grounds and continued effort to hold down the kill from all sources, it would appear that the existing brood stock should be sufficient to start an upward curve in the population chart."

The Fish and Wildlife Service doesn't know whether to be pleased or alarmed about the recent heavy floods which struck northwestern states. "Water is the life-blood of the Service's national waterfowl," said Albert M. Day, director, "and from that standpoint the refuges across the northern part of the United States are assured of an adequate supply for the coming season. On the other hand, these same refuges have taken the worst beating in their history from ram-paging flood waters."

Virginian Named Driver of Month

Virginia's "driver of the month" is Charles A. Parker, who has been a truck driver since 1921. The "driver of the month" contest is conducted in connection with the American Trucking Association's courtesy and safety campaign.

Parker was born in Salisbury, Maryland, in 1900. He served for two years in World War I.

Since he first began driving for the Security Storage and Van Co. in 1921,



C. A. Parker

Parker has driven approximately 800,000 miles without a chargeable accident.

Five years ago, the right front wheel of his vehicle came off, turning the truck over and completely demolishing a piano inside. Humiliated, Parker refused to return to work for two days. Since then, he has had only dented fenders, which were received as direct results of attempting to avoid serious accidents.

When Parker began driving for Security Storage and Van Co., trucks were equipped with solid tires and during the first three of four years of his driving, roads were dirt and clay, with only an occasional paved road. Then, trucks averaged about 15 miles an hour while loaded and were relatively small, generally towing a four-wheel trailer.

Teamster Repeats In Safety Contest

For the second consecutive year, Brother Virgil Dustmann, a member of Local 525, East Alton, Ill., has won the National Fleet Safety Contest.



V. Dustmann

He is employed by the Western Cartridge Co., Division of Olin Industries, Inc., East Alton.

Fleets finishing the 1947-48 contest totalled 1,458, representing 128,060 vehicles. The vehicles traveled a total of 2,021,646,000 miles and reported 73,137 accidents.

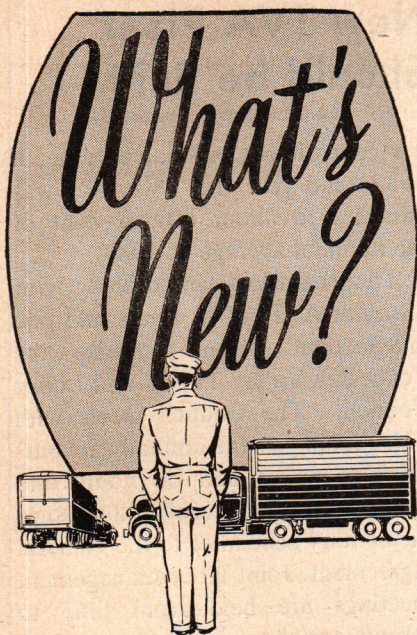
The combined rate for all fleets entered in the contest was 3.62. Companies which participated in the previous contest reduced their average rates by 2 per cent in the contest recently competed.

Eight of the 23 contest divisions had lower rates than in the previous contest, 14 had higher rates and the rate for one was unchanged.

Improvement Shown

Greatest improvement was registered by the Intercity-Truck-Common Carrier division, which scored a rate 37 per cent lower than in the previous contest. The rate for the Beverage Division was 36 per cent lower and the second greatest improvement. Third best improvement was shown by the Wholesale Stores Division with a 25 per cent lower rate.

The contest was finished without accident by 108 fleets. In this group, the fleets operating the greatest distances were: Magnolia Petroleum Co., pipe line division, 2,182,000 miles; Potomac Edison Co., 1,401,000 miles, and Weber Baking Co., 922,000 miles.



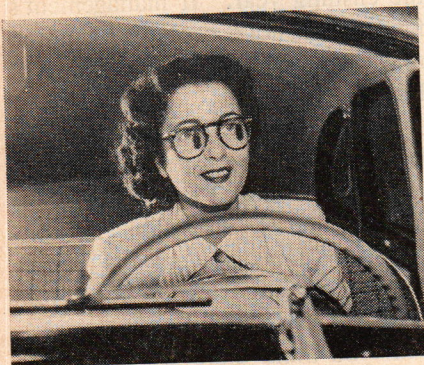
Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C.

New-Type Thread Cleaner Overcomes Rusty Bolts

A new type thread cleaner which restores flattened, distorted or badly rusted right or left-hand threads has been announced. The tool functions on bolts or studs up to $2\frac{1}{16}$ inches in diameter.

The thread is used by slipping it over the bolt, tightening the cutting jaws into the threads, close to the nut, and turning until the threader works off the bolt.

Scientific Lenses Said Aid in Night Driving



Termed the "most ingenious optical development in years" by its manufacturer, new lenses designed to eliminate headlight glare while driving at night have been placed on the market.

Color shields are permanent impregnated into conventional lenses so that the colors—filter-rose and smoke-blue—do not fade, wear off or distort the vision. The shields are fitted to the wearer's pupillary distance to allow clear, glare-free vision over a wide area and to cover only that portion of the eye which is constantly subjected to headlight glare.

The shields are of such shape and size that on-coming light from the driver's left is greatly reduced regardless of whether the source of glare is above, below or at eye-level.

The services of an optician are needed for obtaining precise pupillary measurement and prescription grinding, since the maximum efficiency of the lenses depends on scientific spacing of the color shields.

According to the manufacturer, these night-driving aids will minimize eye strain, nervous tension and fatigue, thereby helping to reduce after-sun-down accidents.

Engine Pre-Heater Operates at Low Cost

A new engine pre-heater features an electric plug-in type element which heats the coolant prior to starting the engine. Installation is made by drilling and tapping a quarter of an inch hole in the head for the top connection. For the bottom connection, the one quarter of an inch drain plug is removed from the block.

Unit may be plugged in for any length of time to set up coolant circulation through the engine block. Maximum temperature attainable is 120 degrees. Operating costs, according to the manufacturer, are from one-third to one-half cent per hour.

New Two-Ton Floor Jack Is Described

Chief features of a new two-ton hydraulic floor jack recently introduced are wide caster brackets for greater stability and ball bearings swivel casters on rear wheels which improve the ease of spotting and ziz-zagging.

Described as streamlined and compact, the new unit also features a removable handle, a self-adjusting swivel rest plate, a drop-forged steel valve body and a one-piece box-type steel frame.

Mobility, Versatility Claimed for New Crane

A new portable floor crane has new features for increased safety, speed and convenience.

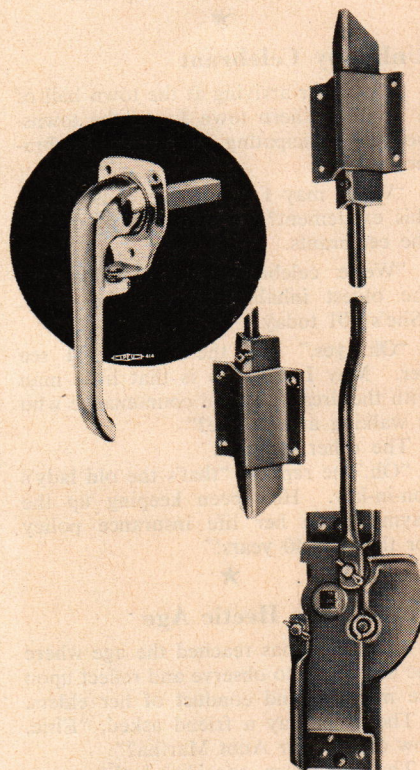
Two widespread rear casters and two large diameter front wheels are mounted directly on the frame to give four-point stability.

The mast is supported by braces reaching from the base to the top of the crane.

Booms of various lengths and styles are interchangeable to fit load requirements. Twin pumping cylinders give fast and easy action. Dual valve controls on the handle and mast permit load to be accurately lowered into place from any convenient working position and a simple auxiliary handle can be used for pumping from the load position.

Truck Body Door Lock Built for Rough Duty

Designed for use under rugged conditions, a new truck body door lock has been placed on the market. The upper and lower bolts are triangular and constructed of drop forged steel to assure maximum strength where strain is the greatest.



The universal center case can be used on either right or left hand doors. Either way, the handle swings away from the edge of the door in the open position, and accidental opening of the lock is prevented by a spring mechanism.

The unit weighs $14\frac{1}{2}$ pounds.

Novel Water Supply In New Windshield Washer

Automatic, and operating independently of the engine's vacuum system, a new windshield washer provides as much or as little water as needed with the touch of a button. Water is cleared with a standard wiper. Installation can be made in a short time for either hand or foot operation.

Relax WITH US

Right to Complain

Look at me—I can't write and I was convicted of forgery—did I have a lousy lawyer.

★

Thoughtful Writer

Sailor: "Don't bother me. I am writing to my girl friend."

Marine: "But why are you writing so slowly?"

Sailor: "She can't read very fast."

★

Unhappy Celebrant

A stranger arriving at the town hall of a small southern town found the townspeople participating in a gala celebration.

"What, may I ask, is the cause of all this excitement?" he inquired of one of the celebrants.

"We're celebrating the birthday of the oldest inhabitant," was the reply. "She's 101 today."

"Oh, yes," said the visitor. "I see her. May I ask who is that little man with the dreadfully sad countenance who is walking at her side?"

The other laughed.

"Oh," he replied, "that's the old lady's son-in-law. He's been keeping up the payments on her life insurance policy for the past 40 years!"

★

Beyond the Hectic Age

Little Elsie has reached the age where she has begun to observe and reflect upon the manners and conduct of her elders.

The other day a friend asked, "Elsie, how old is your Aunt Martha?"

The youngster considered the query briefly, then replied, "Well, I don't know exactly, but a cup of tea rests her."

★

Whatta Life, Boy!

Social Outcast: "Say, doc, do you remember last year when you cured my rheumatism? You told me to avoid dampness."

M. D.: "That's right. What's wrong?"

S. O.: "Well, can I take a bath now?"

★

They Were Trying

The quarrel was trivial and the judge asked impatiently, "Couldn't you men have settled this argument out of court?"

The defendant spoke up quickly, "Yes, Your Honor. That's just what we were doing when the police interfered."

Gabfest

"Maine men seldom betray their emotions, deep as their feelings may be," remarked an old newspaper man while sipping a mint julep in the lounge of the National Press Club in Washington.

"One day, a few years ago, I was headed out to sea on a sloop and passed an inbound schooner.

"My captain took his pipe out of his mouth long enough to say to the young man at the schooner wheel. 'How d'ye do?'"

"And the youngster responded: 'Nicely,' and each boat held to its course.

"After an interval the captain turned to me and observed: 'She's been in southern waters. That's my son. Ain't seen him for nigh onto two years'."

★

Tips for Travelers

A wise and greatly experienced traveler was asked how he managed to pay the proper amount to taxi-drivers when he was abroad.

"Oh," replied he, "I take a handful of small coins and begin counting them into the driver's hand, keeping my eyes constantly on his face during the transaction. As soon as I detect a smile on his face, I stop doling out the money."

"I suppose," ventured the other, "that determines what you will pay him?"

"Not exactly," rejoined the experienced traveler. "I take back one coin and return it to my pocket, for when he smiles, I know I have paid him too much."

★

Now Be Good

The proud father, was talking about the intelligence of his son.

"You know, dear," he told his wife, "I think he must have got his brains from me."

"He certainly must," retorted his wife. "I've still got mine."

★

Early Morning Chitchat

"Have a good memory for faces dear?"

"I have."

"Splendid—I've just dropped your shaving mirror."

★

Good Enough

"How long have you been working here?"

"Ever since the boss threatened to fire me."

New TVA Plant Should be Built

(Continued from page 23)

per cent of the national average in 1933 (the year the TVA Act was passed), to about 60 per cent of the national average of 1947.

The Teamsters Union along with 13 other A. F. of L. crafts and one independent union comprise the Tennessee Valley Trades and Labor Council. The Council meets with TVA management annually to bargain on wages and on hours and working conditions covered by supplementary schedules to the General Agreement. Joint labor-management meetings are held from time to time throughout the year to discuss and act upon such issues as retirement, social security, human relations, classifications, etc.

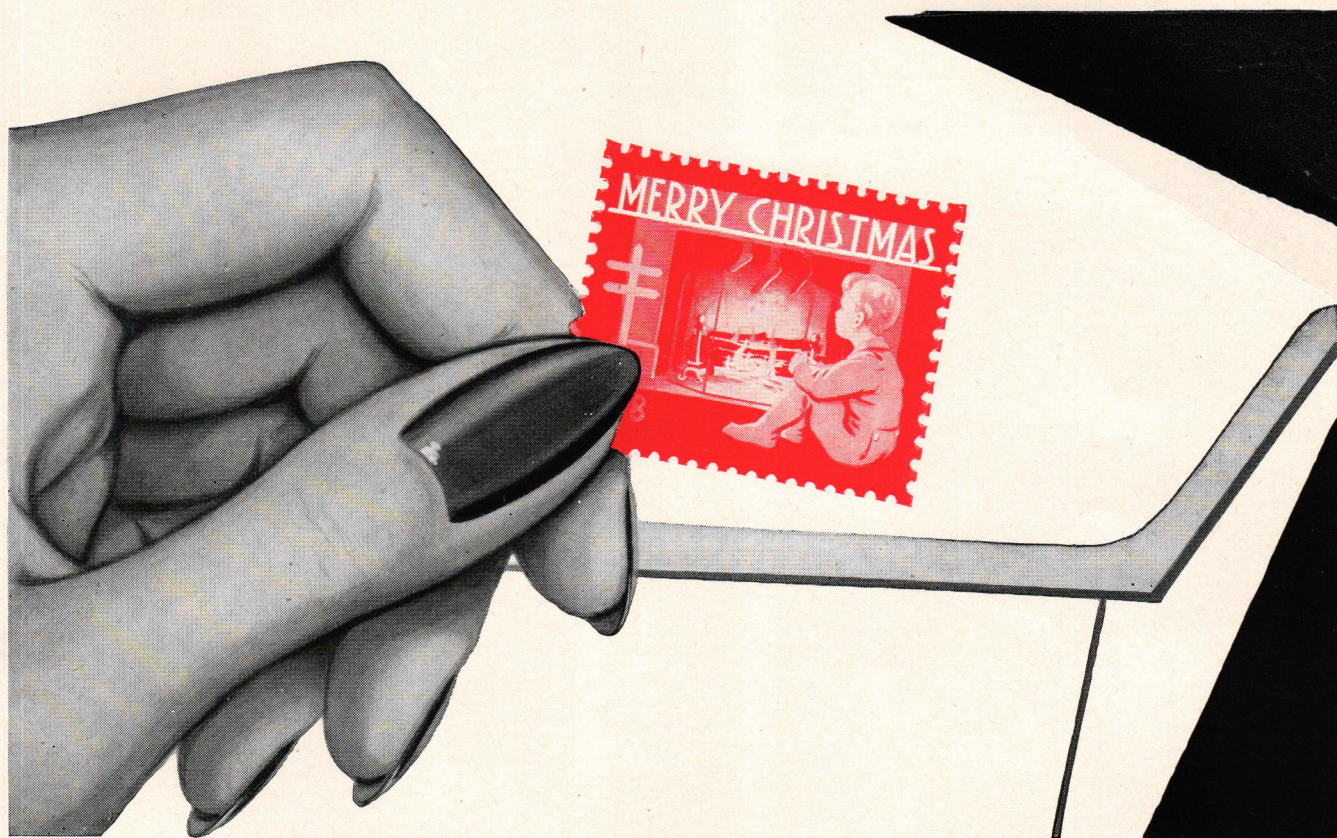
Many employees "beefs" are settled before they reach the grievance stage. This program has created an atmosphere of mutual respect between employees and supervisors.

Relations between the Trades and Labor Council and TVA Management have been congenial.

Wage rates are negotiated on a basis of facts. TVA and the unions make separate surveys of rates prevailing in the "watershed" area and surrounding cities. All rates are checked by the Joint Committee, and after they are agreed as factual, TVA and the Labor Council negotiate to determine what they believe should be the TVA rates for the ensuing year. If management's final offer is not acceptable the union may appeal to the Secretary of Labor.

The apparent objective of the lobbyists working for the special interests is to stop TVA "dead in its tracks," and by distortion and confusion of facts prevent the people of other regions from profiting from the TVA experience.

If you think there is merit in the request to build a steam plant at New Johnsonville, Tenn., please contact members of Congress, who will eventually decide this issue.



The Seal that lives... *and lets live*

Christmas Seals live throughout the year . . . make possible 365 days of tuberculosis education, X-ray examination, patient rehabilitation and medical research.

The result? Since 1907 it is estimated that they have helped save an average of *ninety thousand lives a year*.

As always, the 1949 program of the tuberculosis associations will be financed by your purchase of Christmas Seals. So please, take just a moment — send in your contribution today.

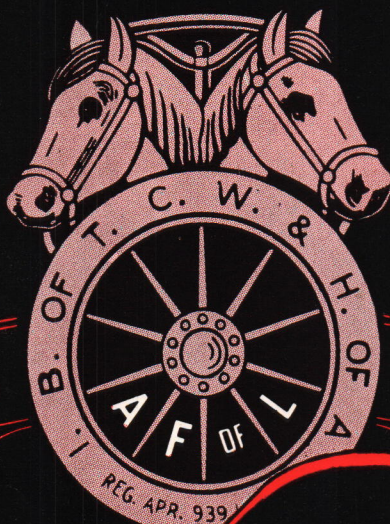
Buy Christmas Seals

UNION SERVICE

INTERNATIONAL
BROTHERHOOD
of TEAMSTERS
CHAUFFEURS

WAREHOUSEMEN
AND HELPERS
— OF —
AMERICA

Affiliated with



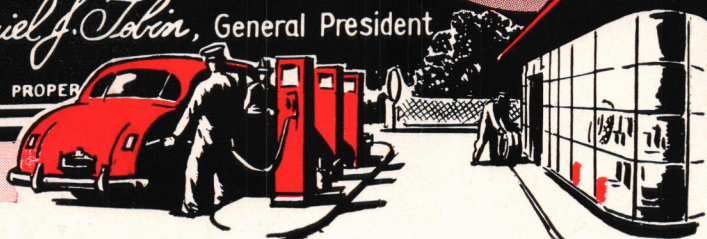
A.F. of L.

Daniel J. Tolin, General President

W. English, Gen'l Sec'y-Treasurer

THIS IS THE PROPER

OURS. WAREHOUSEMEN AND HELPERS OF AMERICA



TEAMSTERS

Look for this Label

Support services and products which bear the emblem of your organization. In so doing, you are assured the best performance and quality obtainable.

But you also are assured something even more important. You are provided the satisfaction which comes with the knowledge that you are doing your share toward strengthening your International's unending battle for a better deal and better living for its members—including YOU.

Spend your wages

the union way